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ESTABLISHED 1857

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79

No. 19,665.

號五十六百六千九萬一第

日十初月五年酉辛

HONGKONG, WEDNESDAY, JUNE 15TH, 1921.

三拜禮 號五十月六年十國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

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FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and
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LIMITED.

TIME-TABLE:

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. every 15 minutes.	
8.00 " 9.30 " " 10 "	
9.30 " 11.00 " " 15 "	
11.30 " 12.30 p.m. " 15 "	
12.30 p.m. " 2.30 " " 10 "	
2.30 " 5.00 " " 15 "	
5.00 " 8.10 " " 10 "	

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
Extra Car—12 midnight.

SUNDAYS.

7.30 a.m.	
8.00 a.m. to 10.30 a.m. every 15 minutes.	
10.30 " 11.00 " " 10 "	
11.30 " 12.00 noon " 15 "	
12.00 noon " 1.00 p.m. " 15 "	
1.00 p.m. " 5.30 " " 15 "	
5.30 " 6.00 " " 10 "	
6.00 " 6.30 " " 15 "	
6.30 " 8.10 " " 10 "	

NIGHT CARS.

As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order represent- ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, JANUARY 24th, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS:

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22
CANTON (at Sha Tau)	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
SHUI LING	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Sha Tau Kok	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Shum Chai	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Shing Shui	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Tai Po Market	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Tai Po	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Shatin	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Yuen Long	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Hung Hom	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
KOWLOON	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.

UP TRAINS:

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22
Sha Tau Kok	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Shum Chai	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Shing Shui	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Tai Po Market	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Tai Po	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Shatin	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Yuen Long	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Hung Hom	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
KOWLOON	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.

* Will stop at Tai Po and Shing Shui for First-Class Passengers on Notice being given to the guard.

† Will stop as above except on Sundays and Public Holidays.

SHA TAU KOK BRANCH.

Fanning	dep.	8.50	12.00	2.20	6.00	Shataukok	dep.	7.05	10.20	1.05	5.00
Shataukok	arr.	9.45	12.55	3.15	6.55	Fanning	arr.	8.00	11.15	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. Taos, Cook & Son, Hongkong.

H. P. WINSLOW, Manager.

MITSUBISHI ZOSEN KAISHA, LTD.

(Ex Mitsubishi Dockyard & Engine Works).

At. A.B.C. Western Union, Engineering and Bentley Codes Used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrado Condensers, Special Manganese Bronze Castings,
Parson's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI WORKS.

TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1	Dock No. 2	Dock No. 3
Length on Keel Blocks	610 feet	350 feet	714 feet
Width of Entrance on bottom	77 "	53 "	83 "
Water on Blocks at Spring Tide	28 "	24 "	34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

KOBE WORKS.

TELEGRAPHIC ADDRESS: "DOCK," KOBE.

FLOATING DOCKS.

	No. 1	No. 2	No. 3
Lifting Power	7,700 tons	12,000 tons	14,000 tons
Max. Length of Ship taken	400 feet	580 feet	470 feet
Max. Breadth of Ship taken	58 "	66 "	98 "
Max. Draft of Ship taken	22 "	25 "	30 "

Floating Cranes of 40 tons weight, besides 100 Tipped Cranes.

TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel	383 feet 0 inch
Breadth at Entrance on bottom	58 "
Depth of Entrance on bottom	25 "
Depth of Entrance on bottom	25 "

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE and HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Order will be promptly attended to and Estimate sent on application.

HOUSEHOLD COAL

On and after November 1st, 1920, until further notice we are prepared

to accept orders for HOUSEHOLD COAL re-screened

in Hongkong at the following prices—

Delivered to Peak District (above Bowen Road) ... \$22.00 per ton.

" Bowen Road and Lower Levels

and Kowloon ... \$21.00 per ton.

TERMS:—CASH WITH ORDER.

(CHEQUES PAYABLE TO "KAILAN MINING ADMINISTRATION".)

KAILAN MINING ADMINISTRATION

HEAD OFFICE:—HONGKONG.

AGENTS: DOBSON & CO., LTD.

HONGKONG.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

To Macao:—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m. only).

From Macao:—Daily at 8 a.m. and 2 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Taos, Cook & Son, Booking Agents, Hongkong.

How to Identify Old Chinese Porcelain.

By Mrs. Wiltonby Hodgson. With 46 Illustrations.

This book is put forth primarily to help the amateur to make a beginning in the most interesting and difficult study of 725

Chats on Oriental China. By J. P. Blacker.

An indispensable handbook to collectors of Chinese and Japanese porcelain. The volume is illustrated with a large number of reproductions of rare specimens and factory marks.

Chinese Painters. A critical study by Raphael Pettre. Illustrated with 35 reproductions of Chinese paintings. This volume is the outcome of a desire to place before the reader and lover of art a moderately-priced book on the subject of Chinese painting.

China, the Mysterious and Marvellous. By Victor Mordock. "One of the most refreshing and fascinating books of travel in a long time. There is not a tedious line in the book, but it is all the more instructive for being so astonishingly entertaining."

American Review of Reviews. \$ 2.50

The Japan Year Book 1920-1921. Complete Cyclopedia of General Information and Statistics on Japan and Japanese Territories. By Y. Takenobu. \$ 8.50

An Onlooker in France 1917-1919. By Sir William Orpen, K.C.E., R.A. With 96 plates reproducing paintings and drawings by the author. Sir William Orpen was in France from April 1917 until the signing of the Peace Treaty at Versailles and as a

looker-on he came into touch with all the men of letters, artists, and private soldiers.

Whitaker's Peerage, Baronetage, Knightage and Companyage for the year 1921 \$ 14.50

Manson's Tropical Diseases. A manual of the diseases of warm climates. Edited by Philip H. Manson-Bahr 7th Edition revised and enlarged. With 21 colour plates, 6 half-tone plates, 404 figures in the text and 31 charts.

Auction Methods Up-to-Date. By Milton U. Work. Including the new laws of 1920. Mr. Work has by far the largest following of any writer of the game of Auction Bridge and is to-day the recognized authority \$ 3.25

Royal Auction Bridge with a chapter on Contract Bridge. By "Bascule" \$ 3.50

Tricks and Illusions for Amateur and Professional Conjurers. By Will Goldston. Profusely illustrated. \$ 3.00

Meteorology. An introductory treatise. By A. E. M. Geddes. A concise and clearly written account of the modern science of Meteorology. A knowledge of the elements of the subject is now essential for air pilots, naval and military officers, and navigators, while "the weather" and the "how" and "why" of its vagaries are fall of interest to everyone. \$ 14.50

Solution of "Dark Mystery of the East" and Origin and Age of Ancient Human Bones of Mexico. Pamphlet No. 7. By Tan Tai. Price 20c. (uniform with Supplementary Pamphlets Nos. 1-6).

KELLY & WALSH, LTD.,

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

AMERICAN AND MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship

"CITY OF MADRAS"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after June 18th, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 15th June, 1921, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any TUESDAYS or FRIDAYS between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, June 11th, 1921. [1052]

VEREENIGDE NEDERLANDSCHE

SOHEEPVAART-MAATSCHAPPIJ

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OST AZIE LIJN

(HOLLAND-AST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM HAMBURG, ROTTERDAM, LA

ROCHELLE, PALICE, LISBON,

GENOA and SINGAPORE.

THE Steamship

"BRIELLE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

Goods not cleared by the 19th June, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatsoever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, June 13th, 1921. [1063]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.

AND

THORNYCROFT

JOHN L. THORNYCROFT & CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 10, Kiukiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines

in Stock

For quotation apply—

SHANGHAI OFFICE.

SUMMER WEAR.

White Felt Tennis or Boating Hats. Very smart. light & cool	\$5.00 each.
White "Meroni" Wool & Cotton Mixed & Hose. Ideal for hot weather	\$2.00 pair.
White Web Washing Belts with patent or prong fastening buckles	\$2.00 each.
Summer Washing Ties. White with neat coloured Stripes. Open ends or bows	\$1.00 each.
White Mercerised Matte Tennis Shirts. Superior Quality & Finish Throughout	\$6.50 each.
White Taffeta Tennis Shirts. Guaranteed Pure Wool: exceptionally light, cool & absorbent...	\$13.50 each.

MACKINTOSH

& Co., Ltd.

Men's Wear Specialists.

16, Des Vaux Road.

Phone 29.

HONGKONG HOTEL CO., LIMITED.

OPERATING—

HONGKONG HOTEL GARAGE
RUSSELL STREET GARAGE
REPULSE BAY GARAGETelephone No. 32.
Telephone No. 659.
Telephone No. 881.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA

FOR

ROLLS ROYCE
STUDEBAKER CORPORATION
WHITE COMPANY
UNITED STATES RUBBER CO.
A. E. LE JEUNECar.
Car.
Commercial Trucks.
Tyres & Rubber Goods.
Motor Car Mascots.

HEAD OFFICE AND SHOW ROOM IN PEDDER STREET.

[38]

WHITEAWAY'S FOR WATERMAN'S PENS

A PEN FOR EVERY HAND.

POPULAR PRICES.

No. 12	\$ 5.75
No. 12½	\$ 5.75
No. 72	\$ 6.50
No. 72½	\$ 6.50
No. 14	\$ 7.75
No. 74	\$ 7.75
No. 42	\$ 7.50
No. 44	\$ 8.75
No. 52	\$ 7.50
No. 54	\$ 8.75
No. 76	\$12.75

SHOP AT WHITEAWAY'S
THE POPULAR "CASH" STORE
"WHERE YOUR DOLLAR GOES FARTHEST"WHITEAWAY, LAIDLAW & CO., LTD.,
HONGKONG.

[74]

ANOTHER BIG SCANDAL. FRAUDULENT DEALINGS IN STAMPS. MANY PROMINENT INDIVIDUALS INVOLVED.

Details of a Post Office scandal, said to be unprecedented in dimensions in Japan, where scandals are as plentiful as indifferent roads, says the *Japan Gazette*, have now been made public by the authorities, who have removed the ban placed on publication of details since February.

The *Asahi* says various stamps sold illegally by Tsuge, Chief of the Takarazuka Post Office, near Kobe, and several others during the last four years amount to something like ¥20,000,000, of which ¥2,300,000 was held back by the accused. Altogether there are eight accused, comprising Tsuge, the chief cashier and assistant cashier of the Kobe Post Office, the officer in charge of stamps at the same Office, the Chief of the Suma Post Office, the Chief of the Ashiya Post Office, the proprietor of a story-tellers' hall, at Kobe, and the proprietor of a private intelligence office at Kobe.

Having lost heavily in various enterprises and speculation in shares, etc., Tsuge, Chief of the Takarazuka Post Office, contrived a scheme to steal revenue and postal stamps in order to cover his losses. In 1918 the accused Tsuge, in conjunction with officers of the Kobe Post Office, forged a telegram and sent it in the name of the Chief of the Kobe Post Office, to the Chief of the Communications Bureau in Osaka asking the latter to supply a certain number of stamps, and in this they were successful. Later the accused conjointly sent another forged telegram to the Department of Communications in Tokyo direct asking for a supply of 5,000 revenue stamps of ¥100 each, and this request was also granted. Since then the accused received from Tokyo, Osaka and other districts a large number of stamps, cheques being forged and forwarded to Tokyo and elsewhere in payment. The Chiefs of the Suma and the Ashiya Post Offices helped the three accused to obtain stamps, while Hirano, of the story-tellers' hall, disposed of the stamps and received the money. Haruno of the intelligence office, by threat obtained ¥3,000 from the accused. All are now detained in the Kobe Prison, awaiting public trial.

Tsuge, the author of the scandal, had in his possession ¥150,000 in cash and ¥170,000 worth of stamps when he was arrested at the house of his concubine at Tabata, near Utsunomiya Park, Tokyo.

REPUDIATION OF A NATIONAL DEBT. CHINA'S FIRST YEAR DOMESTIC LOAN.

We received a letter (says the *Peking and Tientsin Times*) from a holder of First Year Domestic Loan Bonds stating that he had presented the half yearly interest coupons, due for payment yesterday, in the usual way, and that the Bank of China had refused to cash them. He was offered, instead, new Bonds worth forty per cent. of his present holding. When it was announced that the reorganisation of the Domestic Loan service had been effected, the Peking Government, at the last moment, abandoned its intention of writing down the entire issue of First Year Domestic Loan Bonds, compulsorily, and announced that the exchange of old bonds for new scrip worth forty per cent. of the former's face value would be optional. In refusing to honour the interest coupons of the First Year Loan the Government has unconsciously repudiated a portion of a national obligation, issued under the explicit authority of the National Council given on December 23rd, 1921. If the Peking Government, without legislative sanction, can now write down the First Year Loan to forty per cent. of its face value, there is nothing to prevent it from repudiating altogether the next coupon falls due. China's credit at home and abroad will receive a serious blow from this attempt at repudiation of a national obligation. The total annual charge for interest for the First Year Loan amounts to less than five million dollars per annum. To effect a saving of less than three million dollars per annum the Peking Government appears willing to appear in the role of a defaulter. This, we suppose, is financial reorganization as practiced by the Super-Tuchans. No wonder Mr. Li Shih-wai persists in his request for long leave. It would hardly be pleasant to signalize his assumption of office by defaulting on one of China's domestic debts, which, by rights, should have priority over all domestic obligations save the Nanking Military Loan.

"CHINA, JAPAN AND KOREA."

Of those who know China right through at first hand there are few to compare with John Otway P. Bland. And his latest critique on the land of the Chinaman is published to-day. (One guinea net; Heinemann.) His theme is well argued. His book is well written. His opinion is this—that the Chinese have bitten. A republican mouthful too large for their gizzards. And, despite Putnam Weale, Wise-acres, and wizards, All hope for the future's in one thing alone. No power to a Faction; but Power to a Throne. The rest of the book gives a so-so idea. Of the aims of Japan and the hopes of Korea.

—S.M. in London, *Morning Post*.

NIPPON YUSEN KAISHA.

CHAIRMAN'S ADDRESS.

SCENES AT GENERAL MEETING.

On May 20th, the ordinary general meeting of shareholders of the Nippon Yusen Kaisha was held at the Tokyo Y.M.C.A. Hall. Mr. Ito, President of the company, being in the chair. A detailed explanation of the business report, including the disposal of the profits (25 per cent. dividend), was given. One of the shareholders, in view of the financial condition of the company, stated that resource should be had to the reserve fund and a 30 per cent. dividend paid, in order that the value of the shares might be maintained. He also impeached the staff of the company in regard to the directorate's bonus of ¥202,000, declaring that it was at naught the private agreement which was entered into by the directorate and Messrs. Go Seinosuke and Kato Masayoshi, and which fixed the sum of ¥200,000 as the maximum bonus. This protest caused a great uproar, but the proposals of the Directors were finally accepted. The re-election of directors whose terms of office had expired was also agreed to, and the meeting came to a close at 3.30 p.m.

The President, in his speech, said: (We avail ourselves of the *Japan Chronicle* translation.) "This year's business results show a profit of ¥5,540,000, which is a decrease of ¥3,840,000 as compared with last term and of ¥11,450,000 compared with the corresponding terms of last year. Such an enormous decrease, it is needless to say, is an outcome of the conditions prevailing since the termination of the great war. Only the passenger business shows good results, resulting in a proper increase of profits. Notwithstanding the fact that the prices of commodities which advanced during the war have not yet returned to their normal condition, and that both domestic and foreign traders are at present face to face with the greatest difficulties, they have experienced for many years past. I am glad to say that our company has done its utmost to increase working efficiency and economy on business expenses and has been able to make a proposal for a 25 per cent. dividend."

Surveying the world's shipping, we observe that trade is depressed in the extreme, ships have increased, expenses risen and freight rates declined, all of which are factors in the present deplorable shipping conditions. It is worthy of notice that the Governments of the Powers have done what they can to increase bottoms under a fixed standard in consonance with their national affairs, considering that the restoration of shipping is a short cut to the revival of their national resources after the hostilities. Great Britain has already made up for the ships of 7,700,000 tons lost during the war and resumed the marine hegemony. How, as regards the governing of the world's trade, France aims at doubling her pre-war tonnage and at having a merchant fleet with a tonnage of 5,000,000 tons, of which she has already 3,120,000 tons. Italy already owns 2,300,000 tons, taking 2,600,000 to 2,800,000 tons, in which she thinks she can transport all her trade, as a standard. America aims at transporting half her exports in her own vessels.

These are all good illustrations of their endeavours. Now the distribution of the "reparation" ships has almost been completed, and the ships in possession of the four Powers have all reached the standard tonnage aimed at, while other countries, following in the wake of these Powers, have constructed or purchased vessels. It is not too much to presume that the world's shipping has already reached 80,000,000 tons. On the other hand, looking upon the actual conditions of marine trade, the European belligerents have not yet been cured of their financial and economic wounds, and their production and trade are extremely depressed. Moreover, the existent complicated labour troubles and the dissemination of Bolshevism make the people lack feelings of security. This has decreased shipments to an alarming extent. In the case of Japan, our shipping amounted to a little over 3,100,000 tons at the end of last year, showing an increase of more than 1,400,000 tons, or 83 per cent., as compared with the pre-war figure of 1,700,000 tons or a little more. In the case of freight, however, our overseas trade during last year was 12,400,000 tons, which shows a small increase of some 2,000,000 tons, or 19 per cent. over the pre-war figure, 11,400,000 tons or more. Comparing this with the trade, the ratio of superfluity of ships is 37 per cent., and, in such hard times as these, the only alternative left is to be patient, economical on expenses on the basis of the "retrenchment" principle, endeavour to increase working efficiency in a body, and increase profits even in a negative manner. In short, the present is a stage of reaction, and we are confronted with serious difficulties like our fellow traders both at home and abroad. At present we must make it our principle to be patient and neglect no preparations and designs to cope with the development of the times, economising both land and sea expenses and increasing working efficiency, thus awaiting the opportunity when the situation improves, lest we should fall short of our expectations."

THE WRONG WAY TO READ.

If you have to hold the print too far away to see clearly, the eye will be strained to make out the fine print. If you have to hold the print, too close that will strain the muscles of the eye. Either way is bad. When you cannot read any fine type held at proper distance—say 14 inches from your eye, have your eyes examined by the Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing Opticians, located in 53, Queen's Road Central, and have the satisfaction of using a pair of right seeing and right fitting glasses.—ADVT. 562

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that they have just received

THE WARRANT OF APPOINTMENT

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H.R.H. THE PRINCE OF WALES

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LA TRAVIATA MANILA CIGARS

Excelentes.....	\$4.50	25's	R. Victoria.....	\$9.00	100's
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Jockey Club.....	\$4.50	25's	Londres.....	\$4.50	100's
Perfectos.....	\$3.00	25's	do.....	\$2.50	50's

Tabaqueria Filipina,

38, Queen's Road Central.

[938]

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Average Rates for Single Rooms (without Bath) including meals

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Kanazawa	Park Hotel	Nikko	Tokyo Station Hotel
Mikasa Hotel	Miyajima	Kanoya Hotel	Tsukiji Seiyoken Hotel
Mampai Hotel	Miyajima Hotel	Nikko Hotel	Yokohama
Kobe	Miyazaki	Osaka	Grand Hotel
Oriental Hotel	Miyazaki Hotel	Osaka Hotel	
Tor Hotel	Fujiya Hotel	Shimonaka	

IN TAIWAN (FORMOSA)

Taihoku—Taiwan Railway Hotel

IN CHOSEN

Kijo (Seoul)	Changchun
Chosen Hotel	Yamato Hotel
Fusan	Yamato Hotel
Fusan Station Hotel	Yamato Hotel
Shingha	Yamato Hotel
Shingha Station Hotel	Yamato Hotel

IN MANCHURIA

Hotel (Mukden)	Hotel (Mukden)
Yamato Hotel	Yamato Hotel
Byeun (Port Arthur)	Yamato Hotel
Yamato Hotel	

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DODWELL & CO., LIMITED.Regular Sailings to
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FIUME having been re-opened for traffic, cargo is also accepted for this port
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"NIPPON" ... sailing on or about 17th June.

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**SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung,
Shanghai & Japan ports**Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific
and Chicago, Milwaukee & St. Paul Railways.

KATOBI MARU (omitting Keelung) ... Friday, 17th June, at 11 a.m.

KASHIMA MARU (omitting Manila) ... Tuesday, 18th July, at 11 a.m.

SUWA MARU ... Friday, 29th July, at 11 a.m.

FUSHIMI MARU ... Tuesday, 30th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

SHIOZUKA MARU ... Friday, 24th June, at 11 a.m.

KAGA MARU ... Friday, 8th July, at 11 a.m.

YOKOHAMA MARU ... Friday, 22nd July, at 11 a.m.

KLEIST ... Friday, 8th Aug., at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.**LIVERPOOL & MARSEILLES via Suez.**

TSUYAMA MARU ... First half of July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

TANGO MARU ... Tuesday, 31st June, at 11 a.m.

NIKKO MARU ... Tuesday, 19th July, at 11 a.m.

AKI MARU ... Tuesday, 16th Aug., at 11 a.m.

NEW YORK via PANAMA

TOBA MARU ... Friday, 24th June.

TAKETOYO MARU ... Beginning of July.

SOUTH AMERICAN PORTS via OAPB.

AWA MARU ... Sunday, 19th June.

BOMBAY & COLOMBO via Singapore.

TATSUNO MARU ... Saturday, 11th June, at Noon.

CALCUTTA MARU ... Tuesday, 26th June.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU ... Wednesday, 22nd June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 17th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

RANGON MARU ... Wednesday, 15th June.

YOKOHAMA MARU ... Thursday, 23rd June, at 11 a.m.

KLEIST ... Friday, 24th June, at 11 a.m.

MISHIMA MARU ... Thursday, 7th July, at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA**

Telephone Nos. 272 & 282. S. YASUDA, Manager.

**REGULAR FREIGHT & PASSENGER SERVICE****KEELUNG, HONGKONG & HAIPHONG.**

Sailing from Hongkong.

FOR HAIPHONG via Pakhoi

S.S. "HOZU MARU" ... on or about 23rd June.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about 23rd June.

For further particulars, please apply to—

Branch Office,
No. 37, Bankam Street, West,
Tel. No. 155.
M. KOBAYASHI,
Agent,
Top Floor, King's Building,
Tel. No. 140.**CONDITIONS IN PETROGRAD.****TWO BECHSTEIN PIANOS FOR A PAIR OF SHOES.**

Many different reports have reached Peking concerning the manner and conditions under which the people are living in Soviet Russia to-day, writes the Peking correspondent of the *Tientsin Times*. The following extract from a letter dated Petrograd, February 7th, 1921 and written to a friend in Peking tells its own story. It shows the difficulty under which people are existing, for it is really nothing more, and how great is the dearth of the ordinary commodities of life. The fact that one can obtain two Bechstein pianos for a pair of new shoes gives an idea of the true condition of affairs. There are many pathetic touches in the letter that accentuate how sad is the lot of those forced to live in Central Russia under present conditions.

The letter says:—
I intended leaving Petrograd for Rostov to-day, but had to put off my journey as there was no luggage van attached to the train and I could not leave my luggage behind. I hope to leave with the next echelon on February 18th.

"Sister Mary is still at 'N', where she is experiencing rather hard times. She is serving somewhere and at nights sings at a Cinema. We do our best to get her to join us, but travelling in the South nowadays is very difficult; the Ukrainians being full of bandits. Trains are held up and robbed and politics are mixed up with brigandage and it is difficult to find out the truth. The fact remains that communication with the south is very difficult being constantly interrupted. We hear that my brother-in-law is dying of consumption at Odessa, and there is no possibility of even sending him some money.

"Our life here is also far from being pleasant. Both Lily and I are serving (servants) rather for food than for money which is now worth about nothing. Our chief income is what we get by selling our things. To give you an idea of the condition of prices here I can cite as an instance that for a pair of shoes (now worth 200,000 roubles) one can get two grand Bechstein pianos. Butter is worth 18,000 roubles per pound, sugar 15,000, bread 1,200, milk 200 per bottle, meat 3,000, roubles per pound, potatoes 700 roubles a pound, etc. A second-hand suit costs up to 150,000 roubles. But the wages that the people get do not exceed 25,000 roubles a month. I am only earning 3,000 roubles a month, but in addition I have a ration consisting daily of a pound of coarse bread and a monthly allowance of two pounds of sugar, a quarter of a pound of butter, 15 pounds of meat, 20 pounds of potatoes, a little onion and some tea and seven pounds of groats. Lily gets daily only 3/4 pound bread and occasionally half a pound of butter and sugar. Our little son Alekha has some food at school and besides occasionally gets small rations of bread and sugar. Our usual daily meals are as follows: in the morning tea with a piece of black bread; at noon some bread and porridge; and again tea with a little out sugar, at 6-7 p.m. cabbage soup with porridge or potatoes, occasionally a small piece of boiled meat. At 10 p.m. again tea with a small piece of bread. At 11 p.m. we go to bed as the electric light is extinguished at that hour. Everything is done by ourselves; we saw the wood, cleared it and carry it up to the fourth floor. We also have to carry the water, as the water supply does not work at present.

"There is a fuel crisis on just now. No wood is distributed and a square 'Sajon' (about 49 sq. feet) cost 75,000 roubles. If any can be found. I am writing to you sitting in our dining room with a temperature of 40 degrees (Fahrenheit), wrapped in an old woollen jacket, an overcoat and in felt boots, and am smoking a cigarette of 'Makhorka' (the lowest sort of tobacco). To you such a life will probably seem as a nightmare, but we have nowadays got accustomed to any privation and, besides, we are still better off than many others. But all this is, after all, tolerable. The worst is the moral side of life, the deadlock in which we have got, the atmosphere of ruffianism, brutality, theft and filth that we are breathing. You see we have become thoroughly 'Proletarianized', chiefly our ladies who have practically become 'des boues a tout faire'. Our hands are covered with corns, our hair is uncut, our beards unshaven, and there are no hair-dressers' shops any more.

"Yesterday we spent at Tsarskoje Selo where Alekha is staying with his grandmother. He was coughing, the temperature being about 10 degrees (Fahrenheit) below zero and he without shoes. He is wearing some home-made boots somehow patched up and made of an old carpet. Among your things I found an old portfolio out of which I intend having made for the child a pair of shoes, otherwise he would have to go about barefoot in the spring. Still for the shoes and work I will have to pay at least twenty thousand roubles."

GERMAN TRADE RAPIDLY IMPROVING.**REPORTS FOR 1920.**

The endeavours of the Germans to regain their commercial position in their old markets are very strenuous. The Japanese Consul-General at Hamburg reports that even in 1920, their export trade reached roughly 40,000,000,000 marks in paper money.

The consular report goes into detail describing the last year's export trade of Germany which was a considerable recovery. The best position in the export trade is occupied by base metals and manufactures thereof, the largest part of which being iron and manufactures thereof. The next largest item in the export trade is machinery, rolling stocks and electrical apparatus. Their value represents three eighths of the whole export trade. Their tonnage is, however, markedly reduced as compared with 1912.

The export of rolling stocks was increasing exceptionally even in volume. The year's shipments reached 1,110,000 tons against 777,000 tons for 1913.

(Continued at foot of next column.)

**Your Baby's Eyes and the Eyes of Your Children**

Make them beautiful by daily washing with LAVOLHO. It is so simple, so pleasant, so effective. In many hundred cases has LAVOLHO saved the burden of corrective treatment.

It clears red, sore eyes, stops discharge, soothes, really lifts become white and firm. Wash eyes every minute. Wash your eyes daily with LAVOLHO and your children will speak of their beauty. A refreshing tonic for tired, itching eyes.

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PARIS GARTERS

No Metal Can Touch You

are preferred throughout the world by the well bred and cultured gentleman because:

They are tailored to fit the leg gently and securely.

The patented PARIS rubber fastener holds the hose trimly without tearing.

They keep the hose up.

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All metal parts are nickel plated—corrosion cannot rust them.

Ask for the genuine PARIS Garters and take nothing else. Imitations, at any price, cost you too much.

A. STEIN & COMPANY

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Distribution: Muller, Fraser & Rogers, Ltd., London, England.

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ENGLAND.**TOKSOWA HOTEL.**

DULWICH COMMON, LONDON, S.E. 21.

Visitors to LONDON will find this a magnificent Country Mansion with accommodation for 100 guests, within 20 minutes of CITY and WEST END. PRIVATE GROUNDS OF 24 ACRES. Golf, Tennis (Winter and Summer), Billiards, Bridge, Golf Links surround Hotel. Gas, Electric all the best, etc. Re-decorated and Refurnished throughout.

INCLUSIVE FROM 13/6 per day.

623

THERAPION No. 1**THERAPION No. 2****THERAPION No. 3**

M. K. KOBAYASHI, Manager.

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WEATHER REPORT.

June 14th, at 11.25.—Warning to Hongkong, Coast Ports, &c.—Depression of typhoon Lat. 17 deg. N., Long. 127 deg. E., direction of motion unknown. Position uncertain.

June 14th at 11.37.—Pressure has decreased slightly over the Philippines and is nearly stationary at other reporting stations.

There are indications of a depression or typhoon 200 miles to the east of N. Luzon.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.63 inches. Total since January 1st, 48.98 inches against an average of 30.54 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT

Hongkong to Gasp Rock (Light variable winds, fine.)

Primosa Channel (N.E. winds, moderate.)

South coast of China between (The same as Hongkong and Lamock) No. 1.

Southeast of China between (The same as Hongkong and Haikow) No. 1.

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Textiles were reduced to one sixth of 1913 exports due to the difficulties in importing raw materials. Minerals, chemical materials mineral oils amounted to 2,300,000,000 marks only but their volume was the foremost on the export list. The export of ores was only 130,000 tons against 2,940,000 tons in 1913.

The consular report states as regards dyes, pigments and chemicals that their volume is the second largest, having been two-thirds of 1913. In their value, however, they were one-third, having reached 5,870,000 marks. Among other articles the export of potash reached 630,000 tons against 910,000 tons in 1913. A remarkable increase is registered in the export of salt, which reached 630,000 tons against 300,000 tons in 1913. This indicates how rapidly Germany's export trade was recovering.

The export of dyes, pigments and their compounds reached 90,252 tons against 108,000 tons against 178,000 tons before the war. Their value amounted to 2,200,000,000 marks.

The export of fertilizers fell off a great deal, but, the consular report says, it was due to the loss of Lorraine. The report also points out that while the export trade was recovering the import trade was still heavily reduced.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

STRAITS & CALCUTTA ... "YATSHING" ... Thurs., 16th June, 3 p.m.
SHANGHAI & TSINGTAU ... "CHOYSANG" ... Thurs., 16th June, 10 a.m.
SHANGHAI via SWATOW ... "WAISHING" ... Fri., 17th June, Noon.
SHANGHAI ... "YUENSANG" ... Fri., 17th June, 3 p.m.
HAIPHONG via HAIHOW ... "YUENSANG" ... Sat., 18th June, 8 a.m.
BANGKOK via SWATOW ... "TAKSANG" ... Tues., 21st June, 8 a.m.
BANGKOK ... "MINGSANG" ... Tues., 21st June, 10 a.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when intermediate offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuala Lumpur, Jesselton, Labuan, Tawau and Lahad Duta.

TRIESTE LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Caofe.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Thursday, 16th June, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA

Through Bills of Lading issued to RANGOON, PORT SWET-
TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

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Telephone No. 215.

GENERAL MANAGERS.

GLEN AND SHIRE
Joint Service of Steamers.**U.K.—STRAITS, CHINA & JAPAN SERVICE.****OUTWARDS.**

Vessel ... Des. Hongkong
M.V. "GLENNAVY" ... 22nd June
M.V. "GLENLUCE" ... 25th June

HOMEWARDS.

Vessel ... Leaves Hongkong ... Discharges
M.V. "GLENGLYLE" ... 5th July ... GSWA, LONDON & HULL
M.V. "GLENLUCE" ... 15th July ... LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

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(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

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Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MASATA ABE

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 8, Bunko, Kobe.

SHIPPING NEWS

ARRIVALS.

June 13th.
Chihai, British str., 1,143 tons, Capt. J. M. Chere, from Swatow, with a general cargo.—B. & S.
Hok Canton, Chinese str., 536 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—W. Hing.
Nosho Maru, Japanese str., 1,903 tons, Capt. K. Sakae, from Canton, with a general cargo.—O.S.K.
Wa Heng, Chinese str., 234 tons, Capt. Ho Kam Kee, from K. C. Wan, with a general cargo.—Wing Hing.
June 14th.
Alabama Maru, Japanese str., 6,008 tons, Capt. T. Yamaguchi, from Manila, with a general cargo.—O.S.K.
Chinatsu Maru, Japanese str., 240 tons, Capt. M. Imano, from Tamsui, with coal.—Man Wing.
Hakutsu, Norwegian str., 1,065 tons, Capt. H. Bull, from Bangkok, with a general cargo.—Kin Tye Loong.
Lake Farrar, American str., 1,609 tons, Capt. W. McNeilly, from Saigon, with rice.—Admiral Line.
Rangoon Maru, Japanese str., 3,637 tons, Capt. T. Osada, from Singapore, with a general cargo.—N.Y.K.

CLEARANCES.

June 14th.
Aquila, for Singapore.
Chikang, for Shanghai.
Chihai, for Shanghai.
Junko Maru, for Canton.
Jokang, for Hsinchew.
Nitta Maru, for Saigon.
Pia Samud, for Swatow.
Suwang, for Saigon.
Tuwhun, for Shanghai.
Tathibius, for Kutchinatu.
Tjikembang, for Batavia.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Penny Maru* (Calcutta line) left Kobe for Hongkong, Osaka and Moji on June 13th and is expected here on June 21st.
The s.s. *Tyndarus* (Blue Funnel line) from Pacific ports left Kobe on June 13th for Hongkong, and is due here on June 16th.

VESSELS EXPECTED.

Awa Maru (N.Y.K.), due June 17th.
Cyclops (Blue Funnel), due July 18th.
Empress of Russia, due at Hongkong, on June 17th, p.m.
Helena (Blue Funnel), due June 30th.
Keenan (Blue Funnel), due July 27th.
Izson (Blue Funnel), due June 22nd.
Kleat Maru (N.Y.K.), from London, due June 22nd.
Lycan (Blue Funnel line), due June 19th.
Nikko Maru (N.Y.K.), from Sydney, due June 16th.
Wile (China Mail), due June 23rd.
Oanfa (Blue Funnel line), due June 18th.
Rangoon Maru (N.Y.K.), from Calcutta, due June 14th.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

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FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "CHERIBON MARU" ... sailing on or about 4th July.

FOR JAPAN.

Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU" ... sailing on or about 26th June.
S.S. "SAMARANG MARU" ... sailing on or about 17th July.

For further particulars please apply to—

K. SUZUKI, Manager,
No. 5, Queen's Road Central.

—DRY DOCK—

Length 787 Feet.

Length on Blocks 750 Ft.

Depth on Centre of

Sill (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

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AGENTS.

TELEPHONE No. 212.

HONGKONG, CHINA & JAPAN.

CABLE FLAG: "O" OVER ABB. PENNANT.

PASSENGERS.

DEPARTURES.

Per s.s. *Nanking*, on June 13th for Manila:—Mr. D. S. Evans, Mrs. B. Brown, Miss Young, Mr. C. Hugo, Mr. A. Reyes, Mr. A. M. Bayot, Mr. E. Mauricio, Miss R. Guebara, Mr. E. M. Sillery.
Per s.s. *Aquila*, on June 15th:—Mr. A. K. Isham, Mr. J. Levy, Consul C. de Albuquerque e Castro, wife and daughter, Mr. H. H. Ebers, Mr. R. Uman, Mr. C. J. Schmidt, Limit and Mrs. R. B. Reid, Rev. and Mrs. Nagel, Rev. and Mrs. Mayer, Miss Horwig, Rev. and Mrs. E. Wunderli, Mrs. M. Schulz, Mr. and Mrs. Heinemann, Mr. Jarck, Mr. R. Kummerfeldt, Mr. K. Gronke, Mr. E. A. Schmauckli, Mr. R. Gulimmini, Mr. N. Cico, Mr. A. Maligoi, Mr. F. Faltas, Mr. J. Antoine, Mr. J. F. Alexander, and Mr. A. Ahmed.
Per s.s. *Plancy*, on June 14th:—Mr. Tobey, Mrs. Bent, Mr. Daley, Mr. and Mrs. A. E. Blackett, Mr. and Mrs. Hammerman, Dr. and Mrs. Butler, Lieut. P. Colthurst, Mr. Muir, Mr. A. J. J. Martin, Mrs. Turner, Miss Cowborough, Miss Brown, Mr. and Mrs. H. L. Perlstein, Mr. Peris, Mr. Neilson, Mr. and Mrs. Forster, Rev. and Mrs. A. Baxter and children, Mr. Drew, Pte. and Mrs. Elmo, Mr. Fairlock, Mr. Peper, Mr. Duncan, Mr. Karcher, Mr. Bradshaw, Mrs. Cocks.
Per s.s. *Monteagle*, on June 14th:—Rev. and Mrs. R. Bailey, Mr. A. Claxton, Miss B. Droop, Mr. E. Dicks, Mrs. T. Forster, Mr. F. Gommeringer, Mrs. A. W. Grogas, Mr. G. Gregg, Miss N. Hanson, Mrs. R. J. Jones, Mr. F. Jones, Mr. R. A. King, Mr. R. F. Lewis, Mr. S. F. Murphy, Mr. and Mrs. W. Manley, Miss A. Marques, Sister Monica, Miss F. O. O'Connell, Mr. and Mrs. W. F. C. Van Cordt, Master L. Van Cordt, Mrs. and Mrs. M. Penteross, Mr. and Mrs. W. E. Quayle, Rev. and Mrs. A. T. Robb, Mr. R. Roxburgh, Col. V. Rich, Mr. A. Sall, Mr. P. J. Stotts, Miss J. M. Tobin, Mrs. J. A. and E. Urquhart, Mr. E. J. Weiss, Dr. M. Wallace.

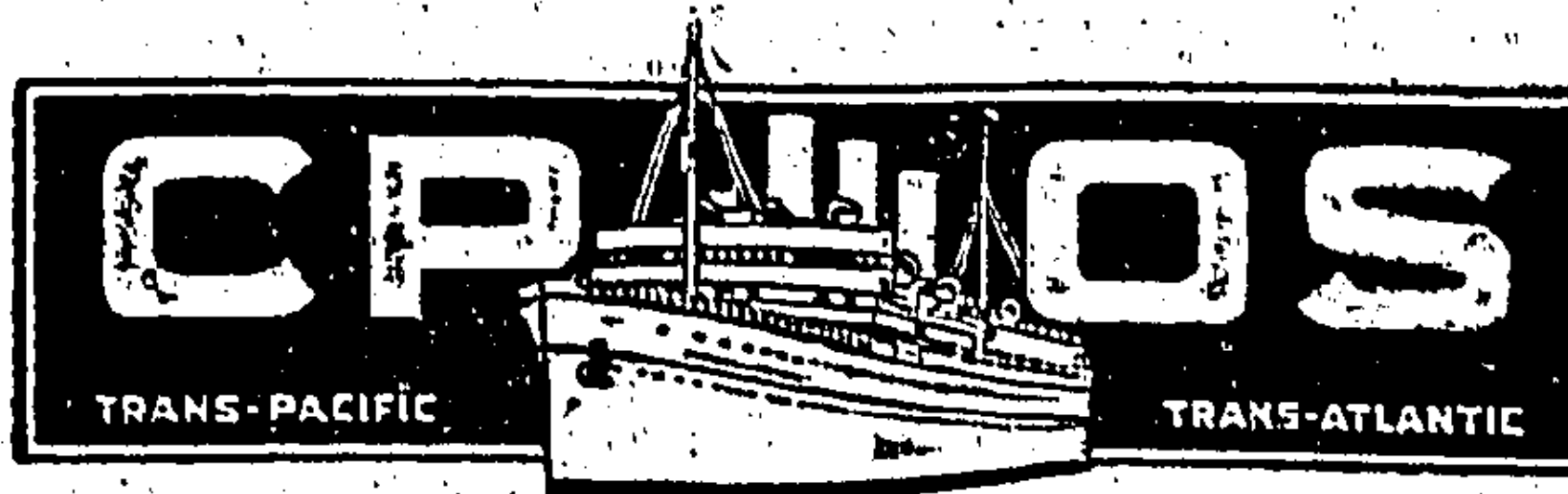
BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	Highest W.L. over recorded feet.	Lowest W.L. over recorded feet.	W.L. June 12th 1921.	W.L. June 13th 1921.
Wuchow, W. River	+79.50	-2.42	—	—
Kongmoon W. River	+14.70	-0.80	11.00	10.50
Linkonghow N. River	+57.00	—	—	—
Samsui N. River	+57.25	-5.00	20.60	19.90
Sheklung E. River	+15.15	-0.98	7.18	6.76

* 49.7 feet on the 11th of June.

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E. Japan	July 13	Aug. 3	E. France	July 19	July 26
E. Asia	July 21	Aug. 8	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 18	Sept. 5	E. France	Aug. 13	Aug. 19
Monteagle	Aug. 23	Sept. 10	E. Britain	Sept. 10	Sept. 16
E. Asia	Sept. 15	Oct. 3	Melita	Sept. 23	Oct. 1
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25

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[135]

LIGHT RAILWAY AT SHAIKIWAN. OPERATION OF SAFETY DEVICES. MAGISTRATE TO TEST THEM ON THE SPOT.

The light railway crossing the main road at Shaikwan, to which many complaints have been received by the authorities from road-users, formed the subject of an interesting and, at times, amusing case, at the Magistracy, before Mr. R. E. Lindsell, yesterday.

Wing Lee, contractor to the Asiatic Petroleum Company, Ltd., was summoned for negligence in respect of the passing of a truck across the main road at 5 p.m. on May 21st.

Mr. Rowan, solicitor, defended. He said negligence was denied. "There had been no accident, and no damage done."

The Magistrate: It is not necessary that there should be an accident before you can prove negligence.

Police Sergeant Smith related that on the occasion in question he was driving the police motor cycle combination, with Mr. Andrews, of the P.W.D., as passenger. He was just about to cross the eastern light railway track when he heard a whistle blown. He saw no barrier across the light railway and no red flag being exhibited by the watchman so, being puzzled by the whistle, he began to pull up. An Indian watchman on duty said, "Come on," so he did so. No sooner had the machine crossed the track than a truck passed behind him; he pulled up immediately, in a few feet, (he was only going 10 or 12 m.p.h.) and looked round just in time to see the truck disappearing through the break in the wall made for the light railway track. No red flag signal was made by any of the men on duty; they were all busy talking.

The Magistrate: The eastern crossing is more or less blind.

Inspector Garrard: There is an opening in the wall just wide enough to let a truck through.

Mr. Rowan (to the witness): Do you know the meaning of the whistle blast?

Witness: I do not.

Mr. Rowan: It tells the men with the trolleys, inside the premises, to stop.

The Magistrate: It seems to have been singularly ineffective in this instance, then.

Mr. Rowan: What was your reason for stopping?

Witness: I thought the law was being broken and it was my business to look into the matter.

Mr. Rowan: Do you agree with me that the outfit for warning the public is an excellent one and cannot be improved on? It consists of a danger board, two or three men with flags, bells and whistles, two counter-weight barriers and a switch for directing the trolleys to a side line.

The Magistrate: The means might be thoroughly efficacious if they were carried into effect.

For the defence, Mr. Rowan sought to establish that no negligence had occurred, that the barrier was put down when the whistle blew and after the police sergeant passed the barrier was raised and the truck was released. The most that could be said, according to the defence, was that the workmen "cut it a bit fine" in resuming operations after the passage of the motor cycle.

Mr. Rowan called the Chinese watchman on duty, who turned out to be a phenomenally unintelligent witness. He said only an instant was needed to release the barrier and then spelt "everything" by saying, in answer to the next question, that on this occasion the barrier was not raised for five or six minutes after the motor cycle had passed. He also denied that police stopped and made inquiries. All this, of course, put his evidence out of court.

Then the Indian watchman was called. "Do you remember the motor cycle passing?" asked Mr. Rowan with cheerful confidence.

"Yes," replied the witness, "all day long, motor-cycles, motor-cars and trams pass the spot."

Pressed for particulars of the specific instance before the Court, the man's mind was a blank.

"Then why have you come here?" asked the Magistrate.

"The contractor asked me to come," replied the Indian, with the utmost suavity.

Eventually some evidence was obtained by telling the man to repeat what he had already told the solicitor. He informed the Court that on the approach of the motor cycle he "blew his whistle, rang his bell" and exhibited the red flag. Thus he held up the road traffic and the "cross" traffic on the light railway at the same time.

The Magistrate indicated to Mr. Rowan that he thought it incredible that the barrier was used to stop the truck. He considered it would be a physical impossibility for the barrier to be raised and for the truck to pass across the road in the time the sergeant had mentioned.

Mr. Rowan: The road there is just about 10 feet wide.

The Magistrate: Have you measured it? It is considerably more than 10 feet in its narrowest part.

Inspector Garrard: At this point a tram can pass with a motor car on each side of it. The road is 20 feet wide.

Mr. Rowan said it would be interesting to have a demonstration of the operation of the barrier; it was simply a matter of calculation.

The Magistrate: Quite interesting! I will go down with Sergeant Smith in his side car and you can push your client's truck across the road and we will see how long it takes to raise the barrier and do that. We will have Inspector Garrard there to see fair play.

(Continued at foot of next column.)

ALLEGED "REVOLT" OF PASSENGERS. CASE FOR THE CROWN CONCLUDED.

The evidence for the Crown was concluded, at the Magistracy, yesterday afternoon, in the case in which nine Chinese passengers on the s.s. *Tjikembang* and one member of the crew appear on extradition warrants for "revolting against the Captain's authority, on the high seas between June 3rd and 5th." Mr. G. H. Wakeman represented the Crown. Mr. Leo D'Almada and Mr. M. K. Lo each represented five of the defendants, and Mr. H. O. Macnamara watched the proceedings on behalf of the owners of the vessel, the Java-China-Japan Line.

The evidence of the ship's officers was continued with regard to the demonstration made by the passengers in support of the No. 1 Chinese boy against a Japanese member of the crew.

Mr. Van Andel made an admirable interpreter.

Gerardus Hendricus Kochler, third engineer on the *Tjikembang*, drew a quaint picture of the No. 1 boy, Lai Sang, running to and fro amongst the Chinese passengers, with his coat rolled up, and exhibiting a little scratch on his stomach. The Captain was trying to get hold of the boy and the passengers were "trying to rush us." The seventh "fugitive" was one of the leaders. It was impossible to tell the people anything: they were shouting and yelling so.

In reply to Mr. Lo, the witness said the people were trying to pass him and other officers in order to get at the Captain. As it was a narrow gangway the three of them were able to stop the crowd. The passengers spoke some English as well as Chinese. In his experience Chinese from America liked to "air" their English.

George Alexander Allan, first wireless officer on the *Tjikembang*, heard a disturbance and saw the Captain rush past the wireless station, with his revolver in his hand. Witness followed and found several of the ship's officers in the midst of a crowd of excited passengers. He helped to try and explain to the passengers that it was the Captain's business to administer discipline. Witness in turn exhibited a slight scratch on his side. The Captain apparently wanted to take the boy upstairs, and the people then shouted: "We don't care for anybody or anything; we want the cook; we will kill him, and we will kill everyone who fights against our people." He could pick out, for certain, two who said this. Mr. Wakeman: What did you think of the situation?

Witness: I thought it dangerous in the extreme, at that moment.

Mr. D'Almada asked the witness the purpose of the wireless message about the affair sent by the Captain to Hongkong. The witness said he was not at liberty to divulge messages: it was against the rules.

Mr. D'Almada said the witness was entitled to answer if asked in a Court of law.

Witness: Very well, if the Captain gives permission.

The Magistrate (Mr. Lindsell): I am afraid the Captain can't help you. Wireless messages are not privileged in a British Court of law.

Witness: I am working under a Dutch contract, not a British one.

The Magistrate said it made no difference, and the witness then quoted the message, which was given in our last issue.

Hendricus Johannes van Grol, fifth engineer, gave an account of the disturbances. He heard the crowd demand that the cook should be handed over to them by eight o'clock that they might "hang them and throw them overboard."

Cecil Graham Perdue, assistant superintendent of police, gave evidence as to an "identification parade" of the men before the Court, and Sub-Inspector Spear spoke to arresting them.

Mr. Wakeman said he had no further evidence: he took it the defence could not be called upon until the requisition for extradition was received.

Mr. Lo thought it would be convenient to make submissions for the defence, without waiting for the requisition, but also without waiving the objection already raised, to the case being heard in the absence of the requisition. He and Mr. D'Almada hoped to satisfy the Court that the evidence heard amounted to very little, that no extraditable crime had been proved, and that an exaggerated view of the case had been taken by the officers of the ship.

The Magistrate: Very well, you want to argue that?

Mr. Lo: Yes, but not now. We would like you to fix a day when we have had time to go through the evidence in detail.

Mr. D'Almada commented on the fact that the Japanese cook, about whom all the trouble arose, had not been called, although, he understood, the man was outside the Court.

Mr. Wakeman said he did not consider it necessary to call the man. His evidence would have no bearing on the question of revolt.

The case was adjourned until June 22nd.

Mr. Rowan: Does your Worship really want to go down and rehearse the whole thing?

The Magistrate: Yes, I think I will. Mr. Lindsell also suggested to Inspector Garrard that perhaps summonses should be taken out against the watchmen. The firm seemed to have taken reasonable precautions and the appliances ought to be sufficient if the watchmen used them.

Speaking generally, a person who took reasonable precautions could not be held criminally responsible for the default of his servants.

The "grand rehearsal on the scene," as the Magistrate called it, was fixed for to-day, and the hearing of the case was adjourned for a week.

THE BABEL OF TONGUES. FOUR LANGUAGES IN ONE CASE.

In a charge against a pickpocket at the Magistracy, yesterday, Mr. Chan, of the French Consulate, was called in as special interpreter. The complainant, a Chinese, spoke a curious dialect of French. Mr. Chan was not very familiar with English, but the defendant, a Chiu Chau man, could not understand his Chinese.

Consequently, it was necessary for the Magistrate to put his questions through the Court Interpreter, the Court Interpreter put them in Chinese to Mr. Chan, who put them in French to the witness, whose replies were put into Chinese by Mr. Chan and then into the Chiu Chau dialect by a second Court Interpreter, for the benefit of the defendant, and into English, by the first Court Interpreter, for the information of the Court. Anything the defendant wished to put to the complainant had to travel back through the same chain.

To the onlooker it appeared that it would be a matter, in such a predicament, to ascertain the circuit by letting the witness have his hand and tell the story in his own way. Even if some of his statements were irrelevant it would be quicker to let him get on and then extract the essentials than to put question after question through the long chain of interpreters and, receive the answers back by the same route, only to find, very often, that the answers were not intelligible, and that the questions must be laboriously put again, in another way.

A TEA-HOUSE FEUD.

Sergeant Kelly of No. 2 Police Station charged three Chinese at the Magistracy, yesterday, with having created a disturbance in a tea-house in Wanchai, on Monday night, damaging two signboards and smashing a window glass. The defendants said that other people were causing the trouble, they were merely looking on. A detective said that when he attempted to stop the disturbance, the defendants set on him and gave him a severe thumping. Sergeant Kelly said that the defendants were scaffolding builders, and, for some unknown reason, there had been a feud between the men and the tea-house for quite a long time. The defendants were in the habit of going to the shop and demanding free tea, and, if they were refused, they would cause trouble. This sort of thing was becoming quite a nuisance in the district. The Magistrate (Mr. Orme) sentenced the defendants to one month's hard labour each.

UNWHOLESOME PORK. "SOLD TO UNSUSPECTING COOLIES."

Inspector Appleton of No. 7 Police Station charged a Chinese, at the Magistracy, yesterday, with the unlawful possession of a quantity of unwholesome pork which he was preparing for human consumption at No. 19, Cutchin Street, Kennedy Town. The Inspector said that this sort of thing was becoming very common, and it was time that stern measures were taken to stop it. Unscrupulous persons like the defendant were in the habit of buying up the carcasses of dead pigs, cooking them, and selling the meat to unsuspecting coolies. In many cases the pigs died of some sort of disease, and through the action of men like the defendant, the poorer classes run the risk of being infected. Mr. Orme imposed a fine of \$800 or six weeks' hard labour.

SAVING FUNERAL EXPENSES.

CHILD'S DEAD BODY DUMPED IN THE STREET.

Inspector Appleton charged a coolie at the Magistracy, yesterday, with having dumped the dead body of a child in Hauwo Street, West Point. The coolie said that though he had lived for over ten years in Hongkong, he did not know local regulations. Inspector Appleton said that the body had been taken to the mortuary for post-mortem examination, and the doctor certified that the child had not died of any dangerous disease. He thought that the dumping was done to save funeral expenses. The Magistrate (Mr. Orme) imposed a fine of \$10, or, in default, 14 days' hard labour.

A \$2,000 FINE.

Mr. H. C. Lee, solicitor, pleaded "guilty," at the Magistracy, yesterday, on behalf of a Chinese engineer of the s.s. *Kengtung*, to the unlawful possession of 24 taels of prepared non-Government opium which the man was alleged to have attempted to smuggle into the Colony. Mr. Lee said that he had nothing to say in the defendant's behalf. The Magistrate (Mr. Orme) imposed a fine of \$2,000, or six months' hard labour.

SPORT.

LAWN TENNIS.

HONGKONG C.C. v. UNITED SERVICES R.O.

The Tennis League match played on Saturday between H.K.C.C. and U.S.R.O. resulted in a win for the latter by 57 games to 42.

CANTON KOWLOON RAILWAY. A THREATENED STRIKE ON THE CANTON SECTION.

When more than 200 workers of the Chinese section of the Canton-Kowloon Railway left their work on a strike as a protest against the refusal of their managing director Wan Teh-chang to abide by the compromise arranged by Governor Chen Chiung-ming in the recent labour trouble among the mechanics, the director of the line was greatly alarmed. The *Canton Times* says, and immediately notified the different foremen that the terms contained in the compromise will be followed and urged the workers to return to their work. As a result, the threatened strike was called off and those who have left have returned to their work.

It is reported, says our Canton contemporary, that the managing director has been following the orders of the Ministry of Communications of the illegal Government at Peking, in the administration of the work on the line and no regard was given to the orders from the local authorities. Now that he is willing to follow the terms set forth in the compromise in the settlement of the labour troubles, the workers are willing to continue in their work.

THE RUBBER SLUMP. CHINESE LABOURERS THROWN OUT OF EMPLOYMENT.

Chinese merchants in the Straits Settlements are contributing money and food for relief work among the 100,000 Chinese labourers who have been thrown out of work on account of the rubber slump. Many woeful tales about the pitiable condition of the Chinese labourers are told by those who returned to Canton.

While many are now being taken care of by the numerous benevolent associations, the majority of them are suffering from want of food. It is reported that agents will be sent to Canton to solicit aid for the relief of the labourers. Some of them will have to be sent home to seek employment in the mother country. As most of them are natives of Kwangtung and Fukien, it is expected that large batches of them will be returning to these two provinces.—*Canton Times*.

SIROIDO-ORE RECITAL AT CITY HALL.

Messrs. Vladimir Siroido and Harry Ore are to give a second violin-piano recital on Friday next, and at the outset of this notice of their concert last night, the patronage of the musical public can confidently be urged. Seldom, if ever, has such a programme been submitted to music-lovers, as was given last night by these two artists. There was not a hackneyed item in the whole programme, and the interest and enjoyment of the audience was sustained from start to finish. Each executant is a master of the instrument in which he specialises, and brings to bear on the items submitted, deep sympathy, a passion of feeling and expression and technique that seem to know no limit. In the most florid of passages the music is not sacrificed to the fingering. Mr. Siroido opened the programme, with Sebastian Bach's "Chaconne for violin alone," and later offered, amongst others, a Gavotte by Lulli, and a dance in olden style by Dussak-Burmester. In a "Serenade Melancolique" he brought out to the full the sadness of a beautiful composition by Tchaikowsky, a "May Night" of languorousness by S. Palengren, and in d'Ambrosio's 2nd Violin Concerto, opus 51, and Wieniawsky's "Polonaise No. 1" roused his audience to fervour in appreciation of his efforts.

Mr. Harry Ore was not the less successful. His playing in its interpretative aspects was delightful. Nothing was lacking. Opening with Beethoven's "22 Variations in C Minor" he gave, amongst others, "Soiree de Vienne" by Schubert-Liszt, Debussy's "The Snow is Dancing," and added interest by submitting two modern compositions, "Passacaglia" by Cyril Scott, and a composition of his own, "Polino," bearing the early opus number, two. With a resemblance somewhat to Rachmaninoff, the piece has qualities all its own, and is worthy of further repetition and notice.

Both artists were accorded an enthusiastic ovation at the close of the recital.

THE RUSSIAN OPERA CO.

The Russian Light Opera and Operette Co. left Shanghai by the s.s. *Empress of Russia* and is expected here on the 17th or 18th inst., early in the morning. In response, however, to an invitation from Macao, the company has decided to open in Macao and remain there till the 23rd instant. The company will open its season in Hongkong on the 23rd instant with "The Merry Widow."

The programme afterwards will be as follows:—Friday, June 27th, "The Mysteries of a Harem"; Saturday, June 25th, "Gipsy Love"; Monday, June 27th, "The Count of Luxembourg"; Tuesday, June 28th, "The Dollar Princess"; and Wednesday, June 29th, farewell performance, "The Geisha" and a pot-pourri programme. Booking is now open at Moutrie's.

LANE, CRAWFORD & CO.

ENGLISH BOOTS AND SHOES FOR ALL SEASONS.



A SHOE THAT ENHANCES THE PLEASURE OF WALKING.

MADE IN BLACK AND BROWN, BOX CALF AND GLACE KID

FOR HARD WEAR—THERE IS NOTHING BETTER MADE.

BROGUE SHOES

THE IDEAL SHOE FOR GOLFERS AND ALL SPORTSMEN.

From \$25.00 to \$40.00 pair.



ALL WHITE

ENGLISH AND AMERICAN BOOTS AND SHOES

DURING THE SEASON WE CAN SHOW YOU A LARGE SELECTION OF STYLES IN CANVAS, AND NUBUCK, WITH LEATHER AND NEOLIN SOLES.

\$15.00 to \$25.00 pair.

THE TYPHOON SEASON

IS NOW APPROACHING.

Be forewarned—

by having one of the latest improved **BAROGRAPHS**—and be forearmed.

LANE, CRAWFORD & CO.

HONGKONG.

NEW RECORDS

2905 SWANEE MYSTERY	2901 WHISPERING IF A WISH COULD MAKE IT SO
2812 PEGGY TELL ME	2955 LOVE NEST (SONG OF THE ORIENT)
3351 MARGIE BROADWAY ROSE	3123 AVALON JAPANESE SANDMAN
2952 CHILI BEAN BELLS OF MONTEREY	2972 TELL ME LITTLE GIPSY (LA VEEBA)
2983 IN OLD MANILA CUBAN MOON	2995 BO-LA-BO (VENETIAN MOON)

ANDERSON'S

(THE RECORD SHOP.)

Powell

TELEPHONE 3146.

TAILORING DEPARTMENT

WE ARE NOW SHOWING A LARGE ASSORTMENT OF

SUMMER SUITINGS

IN WHITE SERGES, CASHMERES, and FLANNELS.

WE INVITE YOU TO INSPECT OUR CELEBRATED

"TAIPO CLOTH"

FOR SUMMER WEAR.

NEW ADVERTISEMENTS

JAVA-CHINA-JAPAN LYN.

NOTICE IS HEREBY GIVEN that the HEAD OFFICE for the Far East of the above Company has this day been transferred to Batavia (Java).
Mr. C. F. J. QUARLES VAN UFFORD has been appointed Manager of the Hongkong Office.
G. OTTEN,
 General Manager.
 Hongkong, June 14th, 1921. [1084]

OLD WELLINGTONIANS DINNER.

IT is proposed to hold an OLD WELLINGTONIANS DINNER on SATURDAY, JUNE 18th. Will any Old Wellingtonians wishing to be present kindly send in their names to **Mr. F. A. POLLOCK,** c/o JARDINE, MATHESON & Co., Ltd., before June 16th.
 1086

HONGKONG JOCKEY CLUB.

LARSEN SUBSCRIPTION GRIFFINS.
MEMBERS wishing to subscribe for one or more **LARSEN SUBS.** for the Official Meeting 1922 (if obtainable at about the same price as last year—i.e., \$300) will please apply in writing to the undersigned, or sign the List, posted in the Hongkong Jockey Club Stables and the Coffee Room at the Race Course. As owing to the difficulties in obtaining ponies, an early application is considered advisable, and it is proposed to close the List on JUNE 23rd.
H. BIRKETT,
 Clerk of the Course.
 Hongkong, June 9th, 1921. [1045]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LTD.
CERTIFICATE No. 4372 for 12 old silver shares Nos. 14557/68 now converted into 60 Gold Shares in this Society standing in the name of **Rev. WILLIAM ROBERTS BRACKEN,** late of Reading, has been **LOST**, and if at the expiration of one month from the date hereof the above document be not forthcoming the same will be deemed cancelled and of no effect, and a Certificate for the 60 Gold Shares will be issued in its stead by the Society.
C. MONTAGUE EDE,
 General Manager.
 Hongkong, May 24th, 1921. [1084]

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTIETH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs JARDINE, MATHESON & Co., Ltd., Pedder Street, Hongkong, on WEDNESDAY, 15th JUNE, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.
 The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 29th JUNE, both days inclusive.
 By Order of the Board,
JARDINE, MATHESON & Co., Ltd.,
 General Managers.
 Hongkong, May 26th, 1921. [1090]

PURE LA TUS HONEY. A tried and infallible remedy for all Eye-Diseases. Cures Cataract, Glaucoma, etc., without knife, no harm, no pain. Cure guaranteed. Rs. 3 per dram. Particulars on request. "SBI" WORKS, Redon Square, Calcutta, India. (H). [994]

ST. JOHN'S CATHEDRAL.
THURSDAY,
JUNE 16th,
at 9.15 P.M.
ORGAN RECITAL
 Vocalist:
Miss JEAN LOWSON.
 [1043]

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.
FOR the use of all Men of the Mercantile Marine and H.M. Navy.
 Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Comfort Hotel, Church.
 Private Cabins and beds in Dormitories.
 Motor Launch "Dayspring".
 68

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *Hongkong Daily Press*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

INTIMATIONS

G. R. SALE BY TENDER OF H.M.S. "CADMUS"

TENDERS are invited for the purchase of the above named Ship with Engines and Boilers and various auxiliary machinery on board.
 Full particulars of the Ship, conditions of sale, and permits to view the ship may be obtained on application to the undersigned.
 Forms of Tender will be issued on application to the undersigned. A deposit of \$100 is required before Forms of Tender can be issued.
 The vessel will be on view from the 23rd MAY to the 30th JUNE, inclusive, between the hours of 10 A.M. and 4 P.M., and Tenders must reach the Commodore's Office not later than 12 Noon, on MONDAY, 27th JUNE.
 Length over all ... 311 ft.
 Breadth extreme ... 33 " 8 in.
 Depth in hold (Top of Keel to Upper Deck Beam at side) ... 15 " 3 "
 Nominal Displacement ... 1070 Tons.
 Propelling Machinery—Vertical Inverted Triple expansion (Twin of 1,400 I.H.P.).
 Cylinders—High, Two of 29 1/2 " Intermediate, Two of 18 " Stroke 2'0 "
 Boilers—Nicholson Water Tube, 4 No.
H. G. LOWE,
 Naval Store Officer.
 Hongkong, May 9th 1921. [871]

G. R. SALE BY TENDER OF W.D. VESSEL "HERCULES"

TENDERS are invited for the purchase of the above named vessel with Engines and Boilers and various spare stores.
 Tender forms will be issued on application to the undersigned.
 Tender forms to reach the Ordnance Office, not later than 12 Noon, JUNE 15th, 1921.
 The vessel is now lying at R.A.S.C. Pier and can be viewed on production of form of tender to the Officer in Charge Transport, R.A.S.C.
 Particulars of the vessel are:
 Steam vessel.
 Length ... 85 feet.
 Beam ... 17 " 3 inches
 Depth ... 10 " 3 "
 Displacement Tonnage ... 170.
 Horse Power ... 350.
 Knots ... 10.
 Working pressure per sq. in. 150 lbs.
 Engines by C&O & Co. Falmouth.
 Vessel built at Falmouth.
 Construction of vessel. Wood up to water line, iron plated above.
 Approximate carrying capacity:—
 25 Tons or 100 Passengers.
E. G. SPINKS, Captain,
 Ordnance Officer.
 R.A.O.C. Depot,
 Queen's Road East.
 [1046]

SEALED proposals for the purchase of the U.S. Army Transport "CROOK" Manila Bay, will be received at the Office of the Department, Quartermaster, U.S. Army Building, Manila, San Francisco, Manila, P.I., until 11 A.M., JUNE 15th, 1921, at which time and place they will be opened.

PARTIAL DESCRIPTION.

Twin Screw.
 Steel Hull.
 Tonnage, Gross ... 4,126 tons
 Net ... 2,703
 Length ... 430' 2 1/2 "
 Beam ... 47' 1 "
 Moulded Depth ... 31' 3 "
 Mean Draft Light ... 11' 11 "
 " Loaded ... 21' 3 "
 Displacement (normal) ... 6,800 tons
 Bunker capacity ... 1,386 tons
 Built in ... 1892
 Speed ... 14 knots
 Equipped with wireless.
 Full description of vessel, terms of sale, blank proposals, etc., may be obtained by applying to the American Consul-General, Hongkong.
 1059

HEADQUARTERS OF THE PROVINCE OF MACAO.

Military Secretary's Office—
 2nd Department.

NOTICE.

IT is hereby notified that on the 30th day of JUNE, at 2 o'clock P.M., and on the locality previously arranged for—
BEFORE A COMMITTEE composed of—The Chief of Military Service—The Commander of the European Company of Garrison Artillery, and an Officer of the European Company of the Field Artillery, the SALE will take place, by auction, of 400,000 POUNDS OF IRON CASTINGS procured from various sources of War Materials, having been considered useless for service of this Colony, they are now condemned.
RULES TO BE OBSERVED.
 The intended Buyers or their legal Representatives shall have to hand to the President of the Committee, until the day and hour as above mentioned, their proposals for purchase under closed and sealed covers, written in Portuguese, and made up in the following manner:
 The Firm ... or Mr. ... established or residing in the City of ... Street ... No. ... hereby propose or proposes to buy the Castings for the sum of ... cents per pound, undertaking to observe any stipulations whatever that may be imposed by the Committee.
 On the proposals nothing should be altered or erased unless the alterations are duly justified.
 The lowest price that the intended Buyers may offer in their proposals, should not be less than \$2.50 per picul (100) catties.
 The Castings will not be delivered to the a judicious Buyer until the Materials are completely utilised according to their composition.
 The costs of transportation from the localities where the Materials are lying, shall be borne by the indicated Buyer.
 The intended Buyers who have not tendered a genuine and proper offer shall be entirely discarded from the transaction.
 Military Secretary's Office—2nd Military Department, in Macao, 2nd May, 1921.
 Chief of Department,
 (signed) MANUEL ALVES MORGADO,
 Captain of Military Administration. [1080]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for
Bones OK, XI, LM, LS, LR, LU.
 LW, MA, 50.

TO LET—4 ROOMS, European House and Garden in Canton Road. Apply to 10, CONDUIT ROAD. [81]

FOR SALE—HENDERSON MOTOR-CYCLE 4 cyl. 1920, electric model, fully equipped, pillion seat, new condition throughout, \$900 or nearest offer. Apply Box MC, c/o Daily Press Office. [80]

FOR SALE.

5-SEATER MAXWELL CAR. Tyres, practically new; Engines just been overhauled, \$1,400 or best offer. Box 1058, Apply—
 Care of Daily Press Office. [1058]

TO LET.

FURNISHED or Unfurnished, KELLET CREST, No. 68, The Peak. Box No. 1050, Apply—
 Care of Daily Press Office. [1050]

TO LET FURNISHED.

FROM June 24th to October 4th. No. 22, PEAK. Apply—
G. M. HARSTON,
 Hotel Mansions. [1031]

WANTED.

ENGINEERING, MACHINERY, & HARDWARE ASSISTANT (Chinese) for export Agency. Must be good Salesman. Permanent position. Good prospects for energetic man.
 Apply giving Age, full particulars of Experience and Salary expected to—
 Box No. 1035,
 Care of Daily Press Office. [1035]

WANTED.

EUROPEAN FIRM requires at once **CHINESE CLERK.** First-class knowledge of English essential. Apply own handwriting, stating age, qualifications, salary required to—
 Box No. 1057,
 Care of Daily Press Office. [1057]

BRITISH GROUP of MANUFACTURERS making competitive lines of all Hardware, Paints, Machinery and Plant, with their own Technical Staff in China desire to hear of a first-class firm of Merchants who will work with them the territory of Hongkong, Kwangtung and Kwangsi. Replies in confidence to Box 1020, c/o Daily Press Office. [1020]

REQUIRED a First-class Hardware and Machinery SALESMAN with good connection in Hongkong to take sole charge of Sale Office. Reply giving full details of age, experience, salary required, etc., to Box 1021, c/o Daily Press Office. [1021]

JAPANESE NEW COMMEMORATIVE STAMPS.

50th anniversary of
 Postal System,
11 SENS AND 3 SENS PICTORIAL.
 at 10 cents per set of 2 Stamps.
GRACA & CO.,
 Dealers in Postage Stamps, Philatelic Goods
 Post Cards, Toys, etc.
 No. 10, WYNDHAM STREET,
 HONGKONG.
 P.O. Box 620. [58]

NOW ON SALE.

"DIRECTORY & CHRONICLE"
 OF
 CHINA, JAPAN, STRAITS SETTLEMENTS, INDO-CHINA, PHILIPPINES, Etc.
 for 1921
 59th Annual Edition
 containing
 1,600 PAGES! 14 MAPS!
SPECIAL NEW MAP OF HONGKONG AND THE NEW TERRITORIES.
 Price ... \$12
 Abridged Edition ... \$8

INTIMATION

OLD BROWN BRANDY.



25 Years in wood.

Specially selected for

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

Telephone 616.

Hongkong Office: 10A, Des Voeux Rd., C.
 London Office: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 15TH, 1921.

THE CENSUS OF THE COLONY.

The preliminary report of the Census taken in the Colony in April does not show the startling result which had been anticipated in some quarters. We recollect that Mrs. GALE, M.D., while acting as Medical Officer of Health during the war, estimated that the population of the Colony was nearer a million than the commonly accepted estimate of half a million, and there were men actively interested in public affairs who were inclined to agree with her, though, for our part, we regarded such annual statistics as the Government was able to furnish—such for instance as the death rate, and the prison statistics—as good evidence that the figure was greatly over-estimated. The estimate adopted by the Medical Department in 1919 was one of 598,100. The actual census shows 619,749.

For certain very sufficient reasons which the Census Officer gives in his preliminary report, published in yesterday's *Daily Press*, however, it requires a very important addition to be made to these figures. It was, as Mr. LLOYD says, "very unfortunate" that the Census should have been taken in the middle of the Ching Ming Festival, when it is notorious that a very large number of people leave the Colony to pay their respects at the tombs of their ancestors. The Census Officer reports:—

In the New Territories the majority of the inhabitants were found to be absent from their houses the whole day long, being busily engaged in preparations for planting the first crop of paddy, and the enumerators experienced considerable difficulty in obtaining the requisite information.
 In the Island of Hongkong and the Mainland, large numbers of the Chinese adult male population were absent in their native villages, the date being the middle of the Ching Ming Festival; thus in several middle class residential sections the females were found to equal or exceed the males. The enumerators also reported difficulty in many cases, where all the adult males in a family were absent, in obtaining the necessary information from the females left behind.

These two factors alone are sufficient to account for the omission of several thousands from the returns, and then there are the other factors mentioned by the Census Officer, such as the "abundant crop of puerile romances which gained wide currency and caused no little alarm" (as was mentioned in the *Daily Press* at the time), and a discussion of overcrowding by the Sanitary Board shortly before the date of the Census, which "without doubt," says the Census Officer, "gravely affected the accuracy of the returns made by householders in the congested districts." We do not know whether this suggests that the returns made were deliberately false, in spite of the pains and penalties threatened, or whether it means that there was a large exodus on these accounts from the Colony just prior to the Census taking. Both are possible, though there has not been a single prosecution in the Courts for supplying false information. The only way in which it would be possible to get an idea of the extent of the exodus for all such reasons as those indicated above would be to obtain comparative returns from the steamboat companies and the railway for the week prior to the census taking and, say, a week in the previous month. Perhaps it would not be too much to say that all causes combined would account for a temporary exodus of perhaps 40,000 persons. In that case 650,000 would more nearly represent the normal civil population of the Colony than the figure of 619,749 given in the Census return. There have been times in the last few years when this number has been very largely exceeded by the immigration of refugees and their families from Canton and other parts of Kwangtung as these places have come within the zone of civil disturbance. This reminds us that when we are considering the increase of 60,010 which the latest Census shows compared with the Census of May, 1911, it is of some importance to remember that at the time the 1911 Census was taken, the Colony was experiencing one of these temporary inflations of the population to which we have just referred. It was estimated then that there must have been upwards of 50,000 temporary refugees in the Colony, so that the increase in the normal population of the Colony in the last five years is really very much greater than the Census discloses.

We must await more detailed reports for information concerning the non-Chinese civil population of the Colony, which has been officially estimated at about 13,600. This is only about 500 more than was shown by the Census of 1911. The figure, we fancy, will be found to be under-estimated, for if the European population has not greatly increased since 1911 it is certain that the Japanese community has done so, and the general impression one derives is that the increase in the non-Chinese population is greater than the estimate. But for the definite information we must wait.

Commander Hartford, D.S.O., R.N., the last officer commanding H.M.S. *Kinsha* before she was sold out of the Navy, has left for home.

Senor C. de Albuquerque e Castro, the Consul for Portugal, left yesterday on the Lloyd Triestino liner *Aguila*, accompanied by his wife and daughter.

According to the *Shanghai Journal of Commerce* the Native Bankers' Association, at a meeting, has decided to become a member of the International Consortium.

Among residents who left by the *Plassy* yesterday were Mr. and Mrs. L. Forster, and Mr. and Mrs. G. H. Bannerman. Mr. Alex. Ross also proceeded homeward on the same ship.

The C.P.O.S. liner *Empress of Asia*, says a Yokohama contemporary, created another record when she sailed on June 4th by taking 1,000 passengers, including 307 in cabin, and 5,990 bales of raw silk.

The Java-China-Japan Line announces that the Head Office of the Line for the Far East has been transferred to Batavia, and that Mr. Quarles van Ufford has been appointed Manager of the Hongkong Office.

It is interesting to learn that the Rev. Dr. John Darroch, O.B.E., has undertaken, voluntarily, the translation into Chinese of the handbook for Chinese students proceeding to Great Britain for professional study.

The Chinese Government is reported to have borrowed \$170,000 from the Peking Industrial Bank, at 18 per cent. The loan, which was handed over at 98, is to be paid in two months from the Salt surplus. As security Government shares in the Bank of China were pledged.

A typhoon warning was received by the American Consulate General, from the Manila Observatory yesterday at 1.10 p.m. reading: Low pressure area extending from the China Sea to the Pacific across Northern Luzon and the Balintang Channel. A real typhoon may develop later.

Many residents in Hongkong who remember Mr. T. Funatsu, when he was Japanese Consul here, will be sorry to learn that he has been seriously ill at Tientsin, where he is now Consul-General for Japan. The latest news is that he has sufficiently improved, in health to justify his medical advisers in permitting him to leave hospital.

In the case in the Supreme Court, before His Honour Mr. Justice Gompertz, in which Lau Yik Cheuk claimed from Messrs W. Logan & Co. the return of 150 shares in the Hongkong and Kowloon Wharf and Godown Co., Ltd., or their value, and damages for wrongful detention of the shares judgment was given for the plaintiff as to the claim for the return of the shares. The claim for damages was waived.

It is reported that a notification has been addressed to the Consular Body at Shanghai by the Commissioner of Foreign Affairs at Wuchow, stating that beginning on the 9th, all mails and telegrams to and from Wuchow will be censored. The notification is said to have been received at Shanghai on the 8th. Besides the censoring of mails and telegrams, the Kwangsi militarists at Wuchow are very strict in searching all outgoing and incoming vessels, for smuggled arms and other forbidden goods.

In sympathy with other mechanics, the electricians of the Sincere Company and the Sun Company at Canton laid down tools and walked out on Sunday night. The Sun Company, the *Canton Times* says, were in the worst predicament having no one in their employ, outside the strikers to work their electric plant, while the Sincere Company was more fortunate as the foreman of the electric plant being a shareholder in the company stood by and was able to keep a few lights going, although the elevators had to be idle. It is reported that the companies concerned have made amicable arrangements with their employees, and work has been resumed.

Some of our Northern contemporaries have printed a mutilated telegram, received by a Japanese news agency from London dated May 28th, reading: "While the King was addressing a gathering of students at ... a bomb was hurled at His Majesty. In the explosion that followed, two persons were killed and twenty-three wounded but His Majesty escaped injury." It is assumed that the reference is to His Majesty King George but we can be quite safe in believing that if there had been such an occurrence as this in Great Britain, Reuters would not have neglected to cable the information. Indeed, we should be greatly surprised if Reuters had omitted to send such a news item as this, if it were true, whatever monarch or country was concerned. In the absence of any sort of corroboration from any other source whatever we conclude that H.M. King George was not concerned in the incident. If any effort had been made at home to conceal the risk run by the King—which is very unlikely—there would certainly have been some news of the alleged havoc caused by the bomb.

Another old resident of the Colony is shortly departing in the person of Mr. Evan Ormiston, who has been thirty-three years in the East, thirty of them being spent in Hongkong. Mr. Ormiston was born in the East, and in adopting an Eastern career he followed in the footsteps of his father who came out in the fifties and left in 1864. Thus Mr. Ormiston's family may be said to have been associated with the Colony for 70 years, or almost from its foundation. Mr. Ormiston's father was manager of the Mercantile Bank of India, Ltd., and was one of the founders and the first Worshipful Master of Victoria Lodge of Freemasons. When the Lodge celebrated its Jubilee a year or two ago, Mr. Evan Ormiston was elected to the chair. He is a senior member of the craft, being D. G. S. W. in the Straits many years ago. Mr. Evan Ormiston, like his father, was also for many years manager of the local branch of the Mercantile Bank, but about ten years ago joined the firm of Messrs. Stewart Bros., bill and bullion brokers. He has filled the position of Chairman of the Hongkong Club, and was a member of the Committee of the Club for nine years.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

IMPERIAL AIR ROUTES.

PROGRESS OF PROJECTS.

LONDON, June 14th. A White Paper has been issued giving the Air Ministry report on civil aviation. It says that commercial flying in Great Britain was at its lowest ebb during the last six months of 1919, but had substantially improved since. Subsidies had been introduced for the development of Imperial air routes and progress had been made. A site was being purchased for an aerodrome at Malla. Arrangements were being made with the Sudan Government for the upkeep of aerodromes on the Cape-to-Cairo route. The main trunk route will be prepared in India between Rangoon and Bombay, and Calcutta and Allahabad.

TROPICAL DISEASES.

IMPORTANT CONFERENCES IN LONDON.

LONDON, June 14th. Dr. Vincent (a director) and two members of the Rockefeller Foundation are now in London conferring with representatives of the Colonial Office on the subject of tropical diseases. It is hoped that the Foundation will assist further research work by means of grants. Mr. Churchill, president at the Government dinner at the Carlton Hotel, in honour of the visitors.

ROTARY CONVENTION.

OPENING SESSION AT EDINBURGH.

LONDON, June 13th. The International Rotary Convention was opened, today, at Edinburgh. There are 3,000 delegates present, half of whom are Americans. The president, Mr. Snedecor, of Oregon, said that the movement which had 70,000 members could serve the world, which was groping for some association of nations, for the destinies of the world were largely in the hands of business men.

BELFAST RIOTS.

ANOTHER OUTBREAK.

LONDON, June 14th. Rioting was renewed in the crowded streets of Belfast to-day, and troops were compelled to disperse the rival mobs by firing volleys.

EARLIER CABLES.

THE SECOND TEST MATCH.

SENSATIONAL AUSTRALIAN START.

LONDON, June 13th. To-day, again, the inadequate accommodation and general inefficiency of the arrangements at Lord's were evident. A recurrence of Saturday's confusion and struggling was only prevented by the reinforcement of the police. The principal queue was formed at 10 o'clock, and was a mile long and three deep. The weather was cloudy and there was little sunshine. There were about 28,000 spectators. It was a perfect wicket.

The Australians, who compiled 342, made a sensational start. Bardsley and Armstrong were out at 191 and 192, respectively. Gregory made 52 in stonky play, giving two chances. The last wicket partnership between Carter and McDonald produced 53. England had made 244 for 8 wickets at the close of play. Dippel played 40 "found" game, and comfortably made 40. Woolley, by brilliant play, of which magnificent driving was a feature, was 5 hrs. 38 mins. at the wickets, and had 12 fouls to his credit. Tansy had 44, unfinished.

COUNTY CRICKET.

Worcester beat Gloucester by eight wickets.

IMPERIAL CABINET.

DISCUSSION OF AGENDA.

LONDON, June 13th. In the House of Commons, at question time, Mr. Austen Chamberlain said that Friday had been definitely allocated for the discussion of the agenda of the Imperial Cabinet. The Dominions' Premiers were now here, and representatives of India had been consulted as regards the postponement of the conference and had consented to it, as they attached great importance to the presence of Mr. Lloyd George, whose medical advisers forbade him to resume his duties in London this week. The Canadian Premier is being informed of the postponement by wireless.

EINSTEIN IN LONDON.

"GENIUS KNOWS NO FRONTIERS."

LONDON, June 13th. Prof. Einstein lectured at King's College, London, in German, on his theory of Relativity. The hall was crowded. Lord Haldane, presiding, said that genius knew no frontiers. They were grateful to Germany for giving them the genius of Einstein, who had given us a new conception of the universe.

PROROGATION OF PARLIAMENT.

LONDON, June 13th. In the House of Commons, Mr. Austen Chamberlain foreshadowed prorogation in the third week in August.

PORTER RESOLUTION.

WASHINGTON, June 14th. The House of Representatives has passed the Porter resolution, which now goes to a joint conference of Congress.

COTTON CONFERENCE.

LORD EMMOTT'S HOPEFUL OUTLOOK.

LONDON, June 13th. The World Cotton Conference, representing nineteen nations and presided over by Lord Emmott, held its first session in Liverpool today. Mr. Shute, president of the Liverpool Cotton Association, in welcoming the delegates, said that good understanding between the employers and the employed was essential for the world's prosperity.

Lord Emmott, in an optimistic speech on the subject of industrial troubles, said that he firmly believed as regards the cotton trade that before long we should need millions of bales of cotton yearly.

COTTON-GROWING WITHIN THE EMPIRE.

LONDON, June 13th. In the House of Commons, replying to Colonel Wedgwood, Mr. Baldwin stated that the proposed Government grant of approximately £1,000,000 for the purposes of a British cotton-growing association was conditional on the cotton trade in Britain making a voluntary levy at the rate of sixpence per bale on all cotton consumed for a maximum period of five years. The grant was in lieu of five annual votes of £30,000 for promotion of cotton-growing within the Empire, and would not be derived from the taxpayer, but was the Government's share of the surplus from the operation of the Egyptian cotton control scheme of 1918-9.

ARMY ESTIMATES.

LARGE REDUCTION IN REVISION.

LONDON, June 13th. The revised Army Estimate reduces the original amount of £106,315,000 to £82,004,000, as the Supplementary Estimate for Middle Eastern Service provides for the repayment of £24,311,000 by the Colonial Office to the War Office.

NEAR EAST POLICY.

MR. CHAMBERLAIN'S ANNOUNCEMENT.

LONDON, June 13th. In the House of Commons, Mr. Austen Chamberlain, who was bombarded with questions on the subject of Great Britain's attitude towards the Greeks and the Turks, said that the attitude of the Government throughout had been strictly neutral. It was still hoped that a conjunction of Allies will bring about peace between the Greeks and the Turks, and the Government will lose no opportunity of doing so. The Government, Mr. Chamberlain said, had no commitments to support the Greeks, militarily or financially, against the Kemalists.

PANAMA CANAL TOLLS.

EXEMPTION OF AMERICAN SHIPS.

WASHINGTON, June 13th. The Senate Commerce Committee has decided to report favourably on the bill exempting American coastal shipping from the payment of the Panama Canal tolls.

OPPOSITION BY RAILWAYS.

WASHINGTON, June 13th. While the Harding Administration and the Republican Congress are pledged to the idea of exempting American ships from the Panama Canal tolls, there is tremendous opposition, especially on the part of the railways, which fear that the effect will be to diminish trans-continental railway business. There is also the question of the Hay-Pauncefote Treaty, concerning which the New York Times declares Great Britain's consent must be secured before steps can honourably be taken to give American ships privileges in the canal.

DEMPSEY-CARPENTIER FIGHT.

BETTING IN WALL STREET.

NEW YORK, June 13th. The betting in Wall Street is 3 to 1 in favour of Dempsey, as compared with 2 to 1 previously. Carpentier's followers are demanding 3 to 1, but betting is light.

OBITUARY.

LONDON, June 13th. The death is announced of Mr. Bernard Oppenheimer. [Mr. Bernard Oppenheimer was Chairman and Permanent Director of the South African Diamond Corporation, Ltd., and other diamond companies. He founded diamond cutting factories for disabled soldiers at Brighton, Fort William, Cambridge, and Wrexham.]

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

YAP DISPUTE.

LONDON, June 14th. The Morning Post correspondent at Washington says that long steps have been taken towards allaying American feeling against Japan by a Japanese offer to the United States of equal cable rights at Yap, including the control of the Guam-Yap cable.

THREAT OF CHINESE BOYCOTT OF BRITISH GOODS.

LONDON, June 13th. In the House of Commons, Sir Walter De Freese suggested that British representatives in the Far East should be instructed to acquire into the truth of the reports that, owing to Chinese objections to the Anglo-Japanese Alliance, a boycott of British imports might be instituted in China.

Mr. Cecil Harmsworth replied that he was unable to make a statement in regard to the renewal of the Anglo-Japanese Alliance, until it had been discussed at the Imperial Conference, but he did not think that there would be any difficulties as referred to in the question.

THE NEW TERRITORIES.

The following items are taken from the Report of Mr. D. W. Trautman, District Officer, North, for the year 1920.

TOWNSHIP MONEY LOAN ASSOCIATIONS.

As in the previous year, money loan associations or "wui's" formed by far the greater proportion of the Small Debtors Court work. The worst offenders were the people of Shun Wan and the neighbouring villages round Plover Cove, where liabilities in one "wui" appear to have been met by the most reckless bidding in others and even by the formation of new "wui's" of a correspondingly increased fragility. Under such circumstances neither the promoters nor the members of the associations are at any pains to ascertain each other's financial status, all concerned being satisfied with the prospect of some ready money with which they may tide over their more pressing liabilities. This type of case is particularly vexatious on account of the strain which it imposes on the European Police who serve the Court as bailiffs. The assistance of the Court is rarely sought until the defaulters are both large and wilful and once the Court has set its hand to a "wui" it is expected to bring the defaulters to book at each successive drawing, with the result that quarter after quarter the police have to be called upon to execute fresh judgments against the same group of a dozen or more elusive debtors, scattered over many miles of country, often at a very considerable distance from the Station. It would almost seem preferable to treat "wui's" as gambling transactions not allowing of legal remedy; but on the other hand the whole life of the Territory is so deeply permeated by this type of finance that the general course of administration would at times be seriously obstructed by such a rule. An occasional application of the rule would be inequitable for the same reason, the sinner in one case being often sinned against in another and entitled to claim there the exercise of the pressure applied to himself and so on indefinitely.

DEVELOPMENT WORK.

The erection of new houses and shops on the fish-pond reclamation at Tai Po proceeded steadily and the demand for sites was found sufficiently strong to justify a further reclamation between the N.W. end of the market and the stream. A larger portion of this new ground is to be reserved for a public market.

The success of the Mong Tseng-Ping Shan reclamation revived the old scheme for a similar, but far larger, reclamation stretching from Shan Pui to Mai Po, roughly parallel with the San Tin-Au Tau road. Negotiations were well advanced when the objections of the Kam Tin villagers to the arrangements for supply of fresh water brought matters again to a standstill. Kam Tin suffers considerably from floods under present conditions and, not unreasonably, objects to the construction of any dam which would form even the smallest obstruction to the off-flow of storm water. It was finally agreed between the parties that a dam might be constructed in the river above the long bridge provided its top was not above the level of the surrounding marshland; but it is extremely doubtful whether such a dam can furnish the necessary supply of water and the whole project is therefore again postponed indefinitely.

"VEGETARIAN HALLS."

One of the most remarkable features of the year has been the rapid growth of "chai tong" or "vegetarian halls." Five years ago these religious or quasi-religious establishments had practically no foothold in this district; now they are everywhere in parts within reasonable reach of the railway and main roads. Sha Tin, Tai Po, Fan Ling and Pat Heung each have several and are asking for more. Their promoters or managers are extremely secretive as to the objects of these enterprises, but it is sufficiently clear that they are designed chiefly to attract the well-to-do of Hongkong, particularly the womenfolk, and that the believer is not expected to come empty-handed. Pending a straightforward explanation of the sudden "boom" in these "halls" permission is being refused for all new establishments as well as for extensions to existing ones.

REVENUE.

The total revenue received from the Northern District during 1920 was \$144,074.82 as against \$148,193.71 in 1919. The chief falling-off was in respect of native liquors and is to be attributed to the high cost of the raw materials of distillation.

The cost of the District Office for the year was \$34,675.65.

CRIME.

The more serious crimes reported included 1 case of murder and armed robbery, 11 cases of armed robbery on land, one accompanied by kidnapping of children, 3 armed robberies on water and 2 attempts at armed robbery. Of organised crimes such as these a considerable proportion are undoubtedly planned within our own borders, although after the crime the gang usually makes for Chinese territory, and the chief factor in this unpleasant state of things is the large body of brick-makers, stone-workers and similar labourers attracted from Wai Chau and other unsavoury parts by recent road-making and building activities. These men moving about from job to job, acquire a knowledge of likely victims which, as well as their active personal co-operation is always at the service of resident criminals who would otherwise be obliged to confine their efforts to much smaller enterprises. The difficulty of protecting the scattered villages of the Territory has been further increased by the general sophistication arising out of the War and the continuing faction-fighting in the neighbouring parts of China. Not only are firearms very plentiful across the border, but large numbers of men have been trained to use them and realise their efficacy with the result that the repressive force of the individual policeman is greatly reduced.

(Continued at foot of next column.)

THE CAPTIVE MISSIONARY IN SHENSI.

HOPES OF EXCHANGE.

INVOLVED SHENSI POLITICS.

PEKING, June 5th. A letter received in Peking from Sianfu, dated 16th May, gives the following information regarding the Stevens case: Mr. and Mrs. Stevens, members of the China Inland Mission, have been stationed for many years at Fengsiangfu and have gained the respect and esteem of the people. They have carefully abstained from interference with any of the many political disputes which have centred round their city in the past few years. The Tsuchun of Shensi and other high officials in Sian readily admit this. Kuo Chien, the leader of the forces now besieging Fengsiangfu, has been a Government official, outlaw, brigand and again Government official in turn, but is now again looked upon as a brigand leader by the Chinese authorities. For some years he sided with the present Tsuchun of Shensi and then was outlawed and has since vowed vengeance upon General Chen Shu-fan. After a number of years of almost continuous fighting he surrendered to General Hsu Lan-chow, who was in command of the troops sent from Fengtien and stationed in the Fengsiangfu district. Kuo Chien's surrender was accepted by the Central Government and he was given an appointment as Military Commandant at Fengsiangfu. His surrender occurred about February, 1919. Since then he has kept the peace. Hsu Lan-chow's troops were recalled about a year ago. During February of this year Kuo Chien evidently had trouble with one of his subordinates, a man named Liu Fu-tien. As his idea of the easiest way out of the trouble Kuo invited him to lunch and shot him. General Chen then outlawed Kuo, whose right-hand man is a certain Major Wei, but the latter was a close friend of Liu Fu-tien and is said to have resented Kuo's action.

It is alleged that Wei then secretly leagued himself with the Tsuchun and promised to open the gates of Fengsiangfu to the Tsuchun's troops. When Chen's troops advanced, however, Wei failed to assist them and with Kuo, presented a solid front against General Chen's forces. The Tsuchun thereupon seized Major Wei's father, who was living in his home at Hwaijing. Some members of the families of Wei's subordinates were also seized. Wei was then informed that these people would be executed unless he surrendered.

Wei's next move was to send for Mr. and Mrs. Stevens and tell them that they must save his father's life. Mr. Stevens replied that he could not interfere with an affair of a political nature which did not concern him in any way. Wei replied that he would hold the life of Mr. Stevens' father for that of his father. Mr. Stevens was then forced to write a letter to Mr. Shorrock, of the Baptist Mission in Sian explaining the situation and Mrs. Stevens was sent with the letter. A few li outside the city, Mrs. Stevens reached the camp of Tsuchun Chen's soldiers under the command of Colonel Chang Fei-seng. On interviewing Colonel Chang, Mrs. Stevens was told that Wei's father had been shot on the previous day. Mrs. Stevens arrived at Sian on 3rd May. When the Tsuchun was first interviewed about the affair he clearly stated that Wei's father had been shot, but later on he admitted that this was not so. Since the reliable information has been received that the old man is in the hands of Colonel Chang. Several letters have been received from Mr. Stevens, in which he states that he is kept closely guarded in the camp of Major Wei and is not allowed to return to his own house, though his cook is permitted his food and take it to him.

MRS. STEVENS. Mrs. Stevens is staying with Mr. and Mrs. Shorrock at Sianfu. On 13th May, Mrs. Shorrock and Mr. Andrew, interview the Chief of Staff and asked for permission for Mr. Andrew to proceed to the Fengsiangfu district. Prior to this, Mr. Shorrock had been refused permission to go there and before that again Brigadier General Pereira, who desired to go through Fengsiangfu, on the way to Szechwan had also been refused. On 15th May, the Tsuchun's Chief of Staff sent Mr. Andrew a letter to Colonel Chen, who is commanding the troops at Fengsiangfu, 110 li east of Fengsiangfu. The Chief of Staff promised that Colonel Chen would give Mr. Andrew all the assistance in his power. Mr. Andrew arrived at Fengsiangfu on 18th May and promptly interviewed Colonel Chen, who asked what Mr. Andrew proposed to do. The latter replied that he thought the only thing Wei would agree to was the exchange of Mr. Stevens for his father. Chen admitted that Mr. Wei, senior, was in Colonel Chang's camp, but said that without the permission of the Tsuchun they would not dare to hand the old man over.

THE SITUATION.

The situation is then summed up as follows: The Tsuchun holds thirteen relatives of Major Wei's men, including Wei's father. Through a letter received from Mr. Stevens it is learned that in the event of these people being released and one of them being sent to Major Wei to inform him of the fact Mr. Stevens would be released. Wei is not likely to harm Mr. Stevens through fear of reprisal against his father.

FORESTRY.

The results of our efforts to promote afforestation were not encouraging, heavy casualties being reported from the nurseries at Tai Lam and Wang Shan Keuk. In the latter case the damage was due to the ravages of deer, which despite careful fencing of cultivation and countess traps, are undoubtedly a serious nuisance in the more hilly parts of the district. Considerable damage was also done to crops near Ping Kung by a herd of wild pig. An attempt was made to shoot some of these but they succeeded in escaping from their lair just ahead of the guns, fresh tracks being found on the crest of the ridge towards Wo Hop Shek. The herd was afterwards sighted near Wai Tai and is now probably in the ravines of Tai Mo Shan.

THE SUPREME COURT.

REGISTRAR'S REPORT FOR THE YEAR 1920.

1.—ORIGINAL JURISDICTION.

Two hundred and forty nine (249) actions were instituted in this division of the Court during the year 1920, as against 231 in 1919. One hundred and thirty-six (136) were disposed of during the year, as being settled or withdrawn before trial, as against 138 and 31 respectively in 1919. Of the 56 cases which had been set down for trial, 29 were disposed of during the year.

Two injunctions were granted during the year. The amounts involved were \$3,310,722.91, Pianos, 3,749 Indo China Currency, \$311,457.68 Gold U.S.A. Currency, 5,200 Taels and, 121,800 Francs, against \$2,240,725; Pesos 2,005.88 and \$14,889.49 Gold U.S.A. Currency.

The debts and damages recovered amounted to \$68,102.44 and \$24,323.20 U.S. Currency as against \$604,792.68 in 1919.

The fees collected amounted to \$12,690.25 as against \$12,811.65 in 1919. Tables setting out in detail the figures contained in this and the following paragraphs are printed at pages O 1, O 2, Y 2, and Y 3 of the Blue Book for the year 1920.

1A.—IN PRIZE.

No action was instituted under the above head during the year.

Cargo and proceeds of sale of cargo brought to the Colony by the following vessels were condemned during the year: S.S. Yuen Sang, Loong Sang, Demodocus, Stentor, Pyrrhus, Glauca, Pelcus, Nagaya, Glenlynn, Tjmannek, Castlefield, and Malay Maru.

2.—SUMMARY JURISDICTION.

One thousand six hundred and ninety nine (1,699) actions were instituted during the year as against 1,809 in 1919. The cases were disposed of as follows: Settled or withdrawn 621. Judgments for the Plaintiff 677. Judgment for the Defendant 38. Struck off, Dismissed, or Lapsed 44, and Pending 321 as against 733, 698, 18, 7, 25 and 327 respectively in 1919.

The claims amounted to \$308,807.66 as against \$246,107.88 and G. \$230 in 1919 and the amounts recovered were \$120,490.35 as against \$158,223.33 in 1919. The number of Rent District Warrants issued was 173, representing unpaid rents amounting to \$50,702.74, of which \$17,311.50 was recovered, as against 782, \$34,100.14 and \$24,165.29 respectively in 1919.

Four hundred and eighty-seven (487) Warrants were withdrawn on settlement between the parties as against 565 in 1919.

3.—CRIMINAL JURISDICTION.

There were 71 cases and 102 persons committed for trial at the Criminal Sessions, as against 65 and 96 respectively in 1919.

The number of persons actually indicted was 100, of whom 81 were convicted and 19 were acquitted. Against 2 persons the case was abandoned. In 1919 the figures were respectively 84, 78, 16 and 2.

4.—APPELLATE JURISDICTION.

Four appeals were lodged during the year, two from the decisions of the Police Magistrates and two from the decision of the Chief Justice.

Of the two appeals from the decisions of the Police Magistrates both were dismissed. The appeals from the decision of the Chief Justice were also dismissed. Leave to appeal to the Privy Council was granted in two actions, viz.:—The Attorney-General of Hongkong and the Castlefield Steamship Company, Limited v. Tong Yue (O. J. No. 33 of 1919); and Wong Lan-san and Chan Tso-hing v. Fong Yeung-chau (O. J. No. 193 of 1919), and also in the Matter of the Tai Sun Insurance and Banking Company, Ltd. (in Liquidation) (M.P. No. 33 of 1919). Privy Council judgments in the following actions were received during the year, viz.: Li Hong-mi v. The Attorney-General of Hongkong and others (O.J. No. 172 of 1917), and The Kin Tye Loong v. The Wing Hang Hong and others (O.J. No. 89 of 1913). In the first case the appeal was allowed without costs and in the other the appeal was dismissed with costs.

5.—ADMIRALTY JURISDICTION.

Four actions were instituted during the year. One was settled and the others are pending.

The fees collected amounted to \$438.95 as against \$588.30 in 1919.

6.—BANKRUPTCY JURISDICTION.

Thirty (30) petitions were filed, 18 being creditors' petitions and 12 debtors' petitions. The figures for 1919 were respectively 22, 11, and 11.

The number of Receiving Orders made was 20, being 11 on creditors' petitions and 9 on debtors' petitions. The figures for 1919 were respectively 14, 5, and 9. The number of Public Examinations held was 4 as against 13 in 1919. There were 9 Adjudications as against 10 in 1919.

One Scheme of Arrangement was put through. Four petitions were withdrawn, 4 bankrupts obtained their discharge, and 6 Receiving Orders were rescinded.

The estimated assets, in cases where Receiving Orders were made and not subsequently rescinded, were \$300,467.20 and the estimated liabilities \$613,633.07 as against \$47,272.44 and \$98,275.22 respectively in 1919.

The fees collected amounted to \$2,780.45 as against \$2,040.70 in 1919 and the Official Receiver's Commission as Trustee, where no Trustee had been appointed by the Creditors, was \$4,625 as against \$7,128.32 in 1919.

(Continued at foot of next column.)

JAVA BOOM IN AUSTRALIA.

COUNT VAN LIMBURG STIRUM INTERVIEWED.

The Melbourne correspondent of the Times of Ceylon, says:—We are just passing through a remarkable Java boom. So far as Java is concerned it is happily timed; keeping in mind the negotiations which have been inaugurated by the Ceylon Government with the Commonwealth Government relative to granting preferential Empire treatment to Ceylon tea.

There arrived last week in Sydney, H.E. Count van Limburg Stirum, who is relinquishing his term of office as Governor-General of the Netherlands East Indies, which has extended over five years. His Excellency and the Countess van Limburg Stirum are the guests of H.E. Sir Walter Davidson, Governor of New South Wales and Dame Margaret Davidson. So far so good but the Count had not been long at Government House before he was interviewed. That interview was exceedingly clever, and this is not surprising when it is recalled that his Excellency has had a distinguished career in the diplomatic service of the Netherlands East Indies. Australia was practically a "terra incognita" and eloquently dwelt on the wonderful trade opportunities existing for the two countries. Indeed one would have thought from his remarks that the trade between the Commonwealth and the Netherlands East Indies stood at the zero sign. The daily Press in all the capital cities took the matter up with an extraordinary enthusiasm, displaying at the same time an extraordinary amount of ignorance as to actual conditions. Ministers were interviewed and Mr. Massey Greene, Federal Minister for Customs, and an exceptionally clever lawyer, was caught in the whirl as will be realised from the statement which appeared in every daily newspaper of the Commonwealth. Asked his opinion of His Excellency's remarks Mr. Greene replied:—

"This affords another illustration of how little is known of Australia and the possibilities for Australia for trade in these countries immediately adjacent to us. These places could and should form a natural market for our many products. I hope that if Parliament will agree to the proposal of the Ministry for the establishment of a Trade Commissioner service the disadvantages under which Australia labours to-day will to a large extent be removed."

Press representatives next inquired at the Prime Minister's department concerning the activities of the Publicity Department and learned that operations did not extend to the Netherlands Indies owing to there being no distributing centre for propaganda which might be forwarded. If a Trade Commissioner were appointed he should be supplied with tons of matter advertising Australian products, and with information concerning latest developments in trade. This pronouncement led to the Sydney and Melbourne dailies using in big type the heading "Trade Commissioner Needed." The Consul-General and the Consuls were all seen and they too joined in the chorus.

7.—PROBATE AND ADMINISTRATION.

Two hundred and seventy-five (275) grants were made by the Court being:—

Probate 126

Letters of Administration 149

275

The figures in 1919 were respectively 100 and 99, total 199.

The aggregate value of the estates was \$7,065,247 as against \$4,536,965 in 1919. Probate and Estate Duties amounted to \$267,958.25, Court Fees to \$14,238.59, and Official Administrator's Commission to \$978.60. The figures in 1919 were respectively \$157,543, \$10,225.15, and \$1,157.28.

There were 50 Estates vested in or administered by the Official Administrator during the year, representing an aggregate value of \$127,514.67. The figures for 1919 were respectively 52 and \$132,980.65.

Twenty-eight (28) were wound up during the year, of the total value of \$18,732.16 as against 10 in 1919 of the total value of \$23,245.94.

Twenty-six (26) new accounts were opened during the year amounting to \$12,336.18.

8.—OFFICIAL TRUSTS.

The number of Trust Estates in the hands of the Official Trustees at the end of 1920 was 19 with Trust Funds amounting to \$86,461.58, as against 18 Estates aggregating \$85,830.33 plus certain house property in 1919. None was wound up during the year. One new Trust was opened.

The amount of Commission collected was \$65.77 as against \$22.96 in 1919.

9.—REGISTRAR OF COMPANIES.

On the 31st December there were 357 companies on the Hongkong Register, of which 22 were in course of liquidation. During the year 50 new companies were put on the Register and 16 struck off. The fees collected in respect of "China" companies amounted to \$121,008.63 and those in respect of other companies to \$11,132.00.

Two firms were registered under the Chinese Limited Partnership Ordinance, 1911, and no firm was registered under the Limited Partnership Ordinance, No. 18 of 1912.

Deposits of the total value of \$4,310,000 have been made by Insurance Companies under the Fire and Marine Insurance Companies Deposit Ordinance, 1917.

10.—FEES AND COMMISSION.

The total sum collected during the year by way of fees and commission amounted to \$59,557.31 as against \$61,305.87 the previous year.

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35.

VETARZO

... ..

THE CUSTOM OF LOVE SUICIDE IN JAPAN. A SOCIAL STUDY.

A writer in the *Japan Advertiser* on this subject says:—
"Shinju" or "Joshi" as they are interchangeably called, are those incomprehensible mutual suicides of lovers, who, finding life in this world too dreary to support, seek solace in death and the hopes of future life.

They are very numerous in Japan. One or two Shinju figures in the news items every day. They cause very little comment. The news note merely gives names and addresses and says the cause for seeking death was "weariness of life and disappointed love." With Europeans "disappointed love" usually means love that is denied the object of its passion. In Japan it has no such meaning. Its real significance is "love which because of obstacles can not readily be mutually satisfied," and to attain satisfaction the lovers seek union in another world. The idea of such union is regarded as an outcome of the Buddhist doctrine, and the ideals of "bushido," of which I shall speak later. But if the idea of such union is death, it is Buddhistic it is strange that we find no such institutions as "love suicide" in India and especially in China, whose civilization was the teacher of Japan. India has its "suttee," but Japan alone has a monopoly of "Shinju."

ROMEO AND JULIET.
The Japanese frequently write and speak of "Romeo and Juliet" as a love suicide. But the tragedy of the lovers of Verona is certainly not a "love suicide." Shinju implies a prearranged mutual suicide. No matter how extenuate the suicide may actually be, its mutuality requires pre-arrangement, otherwise there is murder and suicide. Suicide for love and "Shinju" are different things. "Shinju" is mutual suicide, and such suicides are practically unknown in European literature, though suicides for love are frequent.

Are we to assume because of the frequency of these love suicides in Japan that the passion of love in the Japanese heart is of greater intensity than in the heart of the European? Hardly so. It is to the force of social custom—and partly to religious belief that we must look for the origin of this practice.

In all countries, at all times, there have been women who have put an end to their own lives after the death of their lovers or husbands. And there have been men too who have followed their loved ones to the grave, rather than live without them. In India the custom of "suttee" is so strong that even today it is with difficulty kept down. And in early Japan the custom of "Junshi," a compulsory "suttee" by burial alive, was only abolished by the most strict edicts of enlightened rulers. Even in Tokugawa days, at the death of the Shogun Iemitsu, at his request several of his followers put an end to their lives. It was the custom in "Junshi" for the wife to follow her husband to the grave, and in this custom may perhaps be seen the beginnings of the later love suicide.

Of love suicide itself early Japanese literature is strangely silent. The literature of the Nara epoch which collected the scattered traditions of the early ages has nothing to say of such a custom, although there are a few poems in the "Manyoshu" which refer to the custom of "Sunshi." The literature of the Period (780-1150 circa) abounds in erotic writings but no such custom as love suicide is suggested. In the "Genji Monogatari" and the "Oshichiyo Monogatari," the love relations of men and women are faithfully portrayed, even to the point of gross indecency, but nothing is found in them which points to such a custom. If instances of such suicides had been numerous some of the diarists of those days would have mentioned them.

No, love suicide in Japan was not a popular custom in the early days, when military rule was strong. It is only with the beginnings of comfort and the growth of luxury for the common people, that love suicide finds a place in literature and life.

SECRET OF 700 YEARS AGO. ROGER BACON INVENTOR OF THE MICROSCOPE.

A cipher manuscript of Roger Bacon, England's famous thirteenth century monk, proving him to be the inventor of the telescope and the microscope, was brought to light at a meeting of scientists and doctors at Philadelphia on April 30th by Mr. W. M. Voynich, the discoverer of the manuscript, and Professor W. R. Newbold, of the University of Pennsylvania, who have been working on the cipher for the past two years.

The cipher is composed of six "ciphers within a cipher," and has passed through many hands. It has never been solved since Bacon wrote it—presumably in prison while undergoing his sentence for heresy and necromancy.

Mr. Voynich bought it in 1912 with a lot of manuscripts belonging to the Duke of Parma's family. The last previous transfer of the cipher was in 1850, when the celebrated Jesuit scholar, Athanasius Kircher, presented it to the Duke of Parma.

Professor Newbold, in his lecture, explained that Bacon had written the cipher within cipher doubtless for self-protection, because he was 300 to 500 years ahead of his time.

The manuscript is divided into four parts: treating of plants, the heavenly bodies, the generation of animal life, and the preparation of drugs.

Professor Newbold declared that Bacon certainly had a telescope 300 years before there is any formal record of the invention of that instrument, because the manuscript contains detailed drawings unrecognizable to the naked eye, but which astronomers instantly recognised as Andromeda's nebula.

There are frequent references in the manuscript to astrology, and indications that Bacon believed that the heavenly bodies affected men's fortunes.

THE FAMOUS RUSSIAN LIGHT OPERA & OPERETTE CO.

AT THE
THEATRE ROYAL

Commencing Thursday, June 23rd, 1921.

at 9.15 p.m.

THE OPENING NIGHT

The Famous Operette by the Celebrated Composer **Lehar**

"The Merry Widow"

"A Montenegrin Dance"—"Kolo-Dance"—"Electric Swings over the Audience."

Booking Open at Moutrie's.

Williams' Holder Top Shaving Stick

One trial of Williams' Holder Top Shaving Stick will prove to you how quick and with what little effort you can get that deep, rich, lasting Williams lather.

The Holder Top feature is an added convenience. It serves as the top of the box when not in use. Protects the fingers from the soap when being used and can be refolded at less cost than complete stick.

Williams' Shaving Soaps are indispensable in hot climates. They leave your face cool, smooth and velvety.

At all Chemists and Bazaars.

J. B. WILLIAMS CO., Glastonbury, Conn., U.S.A.

Agents: MULLER AND PHIPPS (Aust.) LIMITED, Hongkong.

HORLICK'S MALTED MILK

FEED YOUR BODY by drinking HORLICK'S MALTED MILK, the finest Food. Drink for all Ages. By its easy assimilation it promotes a steady acceleration of nutritive nerve force and brain power. Thus it is that those who take HORLICK'S are marked by their cheerfulness and quick-grasping faculties, which enable them to overcome the strain of every day life. Made instantly by the addition of hot or cold water. Of all Chemists and Stores.

HORLICK'S MALTED MILK CO. SLOUGH, BUCKS, ENG.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT

We beg to notify our Patrons that we have recently extended our Shipping and Forwarding Department and are now in a position to deal with the largest shipments to all parts of the world, and would point out the unique advantages we have for shipmate handled by us, being a world organization with Offices at practically all principal Ports and Towns, all of which are capable of dealing with consignments large or small.

Telegraphic address: "COITON."

Telephone No. 524.

HONGKONG HOTEL BUILDINGS, corner of Pedder Street, and Des Vaux Road, HONGKONG.

Also SHANGHAI, PEKING, YOKOHAMA & MANILA.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

S.S. "OCEAN MONARCH" ... via Suez ... 10th July.
Subject to change without notice.ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN CHINA & STRAITS

UNITED KINGDOM & CONTINENT.

LONDON GLASGOW, ROTTERDAM & HAMBURG
S.S. "CITY OF BRISBANE" ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.
THE BANK LINE, LTD.,
or to REISS & Co. CANTON. General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE
ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

S.S. "DEUCALION" ... via Suez Canal ... 3rd July.
S.S. "CITY OF NORWICH" ... via Suez Canal ... 15th July.

* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

To	Reaching	To Sail
AMCOY, MANILA, CEBU & ILOILO	"TAMING" ...	On 15th June, 4 P.M.
AMCOY & HANGHAI	"SUNNING" ...	On 18th June, Noon.
SHANGHAI & TIENTSIN	"YINGCHOW" ...	On 18th June, 4 P.M.
NEWGHWANG	"FOATING" ...	On 18th June, 4 P.M.
BOHOW, PAKHOI & H'ONG	"KALFONG" ...	On 19th June, 9 A.M.
SWATOW & BANGKOK	"KALGAN" ...	On 19th June, 10 A.M.
SHANGHAI & PUKOW	"SHANTUNG" ...	On 21st June, Noon.
WUHAIR, CHENG & TIENTSIN	"HUICHOW" ...	On 22nd June, 4 P.M.
SHANGHAI	"SOOCHOW" ...	On 23rd June, Noon.
SHANGHAI & TIENTSIN	"SUIYANG" ...	On 25th June, 4 P.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woumang.

BANGKOK LINE—Weekly service to and from Bangkok via Saigon.

For Freight or Passage apply to—

TELEPHONE 38.

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 9 to 10 Days).

S.S. "HAIHONG" ... Capt. W. C. Passmore ... FRIDAY, June 17th, at 12 Noon.
S.S. "HAIHING" ... Capt. A. H. Stewart ... THURSDAY, June 21st, at 12 Noon.
S.S. "HAILOONG" ... Capt. W. Couper ... FRIDAY, June 24th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICE

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DINERA"	5,400	18th June	Singapore, Colombo & Bombay
"DELTA"	8,000	25th June 7 A.M.	Marseilles, London & Antwerp
"DILWARA"	5,400	9th July	Singapore, Colombo & Bombay
"SYRIA"	7,000	23rd July	Marseilles, London & Antwerp
"KALYAN"	9,000	6th Aug.	Marseilles, London & Antwerp
"KASHMIR"	8,000	19th Aug.	Marseilles, London & Antwerp
"KEYBER"	9,000	2nd Sept.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA"	6,958	17th June	Calcutta via S'pore Pang & R'goon
"TAKADA"	6,949	19th June Noon	S'pore & Amoy
"TAKADA"	6,949	22nd June	Calcutta via S'pore Pang & R'goon

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,500	26th June	Sandakan, Thursday Island
"KANOWNA"	7,000	23rd July	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"TORILLA"	5,900	26th June	Shanghai & Kobe
"DILWARA"	5,400	27th June	Shanghai & Japan
"SYRIA"	7,000	28th June	Shanghai & Japan
"KALYAN"	9,000	5th July	Shanghai & Japan

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

BUENOS AIRES-RIO DE JANEIRO, SANTO, MAURITIUS

DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

DELHI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Via Shanghai and Japan—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Yokohama & Kobe.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbour Office.

TAKAO via SWATOW & AMOY

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,
No. 1 Queen's Building.

Tel. Nos. 744 & 745

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

"TAIYUAN" Sailing Sunday to Australia 17th June, 3 P.M.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australia, New Zealand & Transvaal Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

PASSENGER AND FREIGHT SERVICE
For VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

S.S.	From Hongkong	Arrive Seattle
S.S. "ELDRIDGE"	June 17th	July 25th
S.S. "WENATCHEE"	July 25th	Aug. 16th
S.S. "KEYSTONE STATE"	Aug. 3rd	Sept. 13th

For PORTLAND DIRECT

(Calling at Shanghai, Kobe & Yokohama).

S.S.	From Hongkong	Arrive Portland
S.S. "PAULET"	June 17th	July 16th
S.S. "COAXET"	July 25th	July 22nd

Through Bills of Lading issued to Overland Seamen points.
Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478.

5th Floor, Hotel Mansions, (U.L.)

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT

S.S. "GLYMONT"		Sailing June 20th
S.S. "CADARETTA"		Sailing July 5th

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

S.S. "LAKE FARRAR"		Sailing June 20th
S.S. "LAKE ONAWA"		Sailing Aug. 3rd

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, HOTEL MANSIONS, Telephone 2477 & 2478. Passenger Office, QUEEN'S BUILDING, 2, Des Voeux St.

SERVISE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE.

TELEPHONE

2477 & 2478.

AGENTS

5th Floor

HOTEL MANSIONS.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBÉ & YOKOHAMA	"PORTHOS" ...	20,000 ... On or about 16th July.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ, PORT SAID	"PAUL LECAT" ...	20,000 ... On or about 22nd June
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,
Selling Agent,
Queen's Building.

Telephone 740

CHINA-AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" June 30th.

For Freight and Passage, apply to—

Y. YASUDA & AUSTRALIA S.S. CO., LTD.
Agents,
113, Cross Street, Central.

Tel. 3307.

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
Europe via Suez (Letters only)	Hong Kong	16th inst.
London 12th May	Nikko Maru	16th inst.
Australia and Manila	Yingchow	16th inst.
Europe via Suez (Newspapers only)	Takada	16th inst.
London 12th May	Paul Louis	22nd inst.
SHANGHAI	Yokohama Maru	22nd inst.
STRAITS		

OUTWARD MAILS.

FOR	PER	DATE
Singapore and Bangkok	Suisang	Wednesday, 15th, 10.00 A.M.
Straits, Canada, U.S.A. Central and South America, and EUROPE via VICTORIA, B.C.	Halvard	Wednesday, 15th, 11.00 A.M.
Amoy, and Philippine Islands	Talhybis	Wednesday, 15th, 1.45 P.M.
Philippine Is., Straits, & Bangkok	Tanning	Wednesday, 15th, 3.00 P.M.
	M.S. Deller	Wednesday, 15th, 5.00 P.M.
Shanghai and North China	Chengyang	Thursday, 16th, 9.00 A.M.
Swatow, Amoy and Takao	Sosha Maru	Thursday, 16th, 9.00 A.M.
Amoy, Shanghai, and N. China	Sanning	Thursday, 16th, 11.00 A.M.
Philippine Islands, Keelung, Shanghai, N. China, Japan, Canada, Central and South America and EUROPE via VICTORIA, B.C.	Katani Maru	Friday, 17th, 8.45 A.M.
		Letters ... 9.30 A.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (DIRECT).

"ANCHISES"	22ND JUNE	London, Amsterdam & Hamburg.
"LAOMEDON"	13TH JULY	London, Rotterdam & Hamburg.
"MENTOR"	19TH JULY	London, Amsterdam & Antwerp.
"TEUCER"	11TH AUG.	London, Rotterdam & Hamburg.
"TEIRESIAS"	16TH AUG.	London, Amsterdam & Antwerp.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"OANFA"	18TH JUNE	M'sles, Havre, L'pool & G'gow.
"EURYDAMAS"	10TH JULY	Genoa, Barcelona & Liverpool.
"YANGTSE"	13TH JULY	M'sles, Havre, L'pool & G'gow.
"AGAMEMNON"	26TH JULY	Genoa & Liverpool.

PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).

"TALHYBIUS"	15TH JUNE	Victoria, Seattle & Vancouver.
"TYNDAREUS"	6TH JULY	
"PROTESILAUS"	3RD AUG.	

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).

"DEUCALION"	3RD JULY	via Suez
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HOMeward PASSENGER SERVICE

"ANCHISES"	22ND JUNE	for London.
"MENTOR"	19TH JULY	for London.
"TEIRESIAS"	16TH AUG.	for London.
"ASCANIUS"	30TH AUG.	for Liverpool.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE,

AGENTS.

PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE.

Freight and Passenger.

The s.s. "LAKE FAULK" will sail from this port June 22nd for Singapore, Penang, Rangoon and Calcutta.

Apply to—

PACIFIC MAIL S.S. CO.,

Hotel Mansions, Hongkong.

Cable Address "SALANO."

Telephone No. 141.

[1063]

ASIA BANKING CORPORATION

(AN AMERICAN BANK).

Capital	US \$4,000,000
Surplus and Undivided Profits	US \$1,489,000

HEAD OFFICE:

BRANCH:

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SAN FRANCISCO.

Head Office for the Orient, SHANGHAI.

BRANCHES:

CANTON	HANKOW	MANILA	TIENTSIN
CHANGSHA	PEKING	SINGAPORE	

D. M. BIGGAR,

Manager.

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HONGKONG CHINESE COMMERCIAL NEWS.

Incorporated with the CHUNG-ING-GO-SUEN P.O.

(Chinese Daily Press)

Published Daily under the auspices of the

CHINESE CHAMBER OF COMMERCE

Terms for Advertising (Translation fee)

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and English.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office—6, Des Voeux Road Central.

Hankow Branch—Paoan Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits

bear interest at Rates 3 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,

Manager.

Hongkong, July 7th, 1919.

COMMERCIAL

OPENING QUOTATIONS

June 14th

On London—

Telegraphic Transfer ... 2/7 1/2

Bank Bills, on demand ... 2/7 1/2

Bank Bills, at 30 days sight ... 2/7 1/2

Bank Bills, at 4 months sight ... 2/7 1/2

Bank Bills, at 6 months sight ... 2/7 1/2

Bank Bills, at 9 months sight ... 2/7 1/2

On Paris—

Bank Bills, on demand ... 510

Bank Bills, at 30 days sight ... 510

Bank Bills, at 60 days sight ... 510

On New York—

Bank Bills, on demand ... 49 1/2

Bank Bills, at 30 days sight ... 49 1/2

Bank Bills, at 60 days sight ... 49 1/2

On Shanghai—

Bank Bills, on demand ... 20 1/2

Bank Bills, at 30 days sight ... 20 1/2

Bank Bills, at 60 days sight ... 20 1/2

On Yokohama—

Bank Bills, on demand ... 10 1/2

Bank Bills, at 30 days sight ... 10 1/2

Bank Bills, at 60 days sight ... 10 1/2

On Manila—

Bank Bills, on demand ... 11 1/2

Bank Bills, at 30 days sight ... 11 1/2

Bank Bills, at 60 days sight ... 11 1/2

On Batavia—

Bank Bills, on demand ... 14 1/2

Bank Bills, at 30 days sight ... 14 1/2

Bank Bills, at 60 days sight ... 14 1/2

On Hongkong—

Bank Bills, on demand ... 80 1/2

Bank Bills, at 30 days sight ... 80 1/2

Bank Bills, at 60 days sight ... 80 1/2

Sovereigns, Bank's Buying Rate ... 7 1/2

Gold Leaf 100 fine, per tael ... 49.30

Bar Silver per oz. ... 25 1/2

Per cent.

Hongkong ... 10 cents place ... \$0.00 Discount.

Canton ... 10 " " " " " " " "

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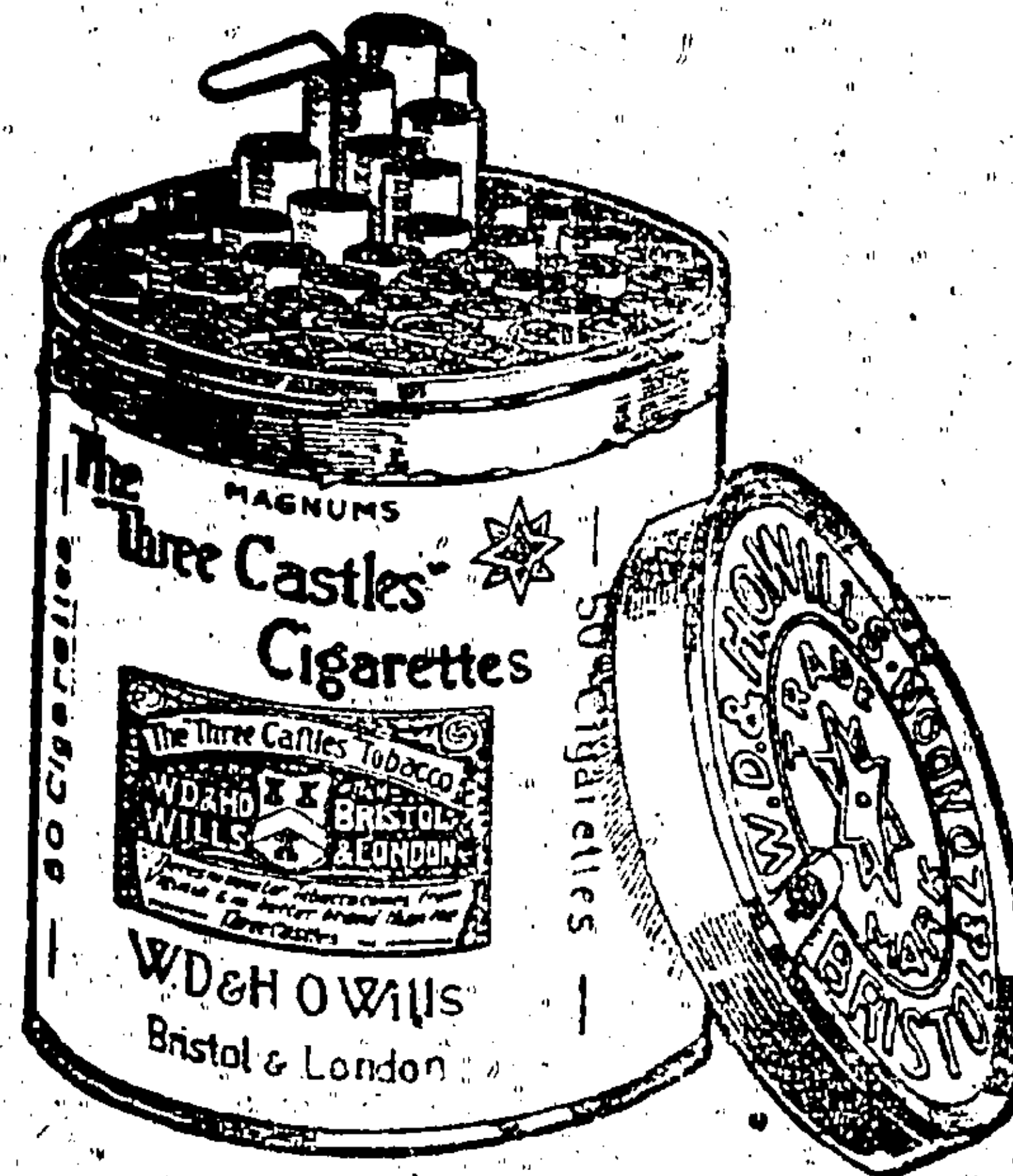
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FOR EVERYDAY SMOKING THERE ARE
NO FINER CIGARETTES THAN
"THREE
CASTLES"
MAGNUMS.

PACKED IN AIR TIGHT TINS OF
50 CIGARETTES.



MANUFACTURED BY
W. D. & H. O. WILLS BRISTOL,
ENGLAND.

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

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Authorized Capital ... £3,000,000

Subscribed Capital ... £1,800,000

Paid-up Capital ... £1,050,000

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to 3 per cent. per annum on Daily Balance

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ascertained on application.

C. L. SANDES,

Manager.

7, Queen's Road Central,

Hongkong, April 28th, 1921.

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(FRENCH BANK).

HEAD OFFICE: 15bis Rue La Fayette, Paris.

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Paid-up Capital ... Frs. 68,400,000.00

Reserves Funds ... Frs. 69,567,203.54

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IN FRANCE: Comptoir National d'Escompte

de Paris, Credit Lyonnais, Banque

de Paris et de Pays-Bas, Credit

Industriel et Commercial, Societe

Générale.

IN LONDON: The National Provincial

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French American Banking Corporation,

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Interest allowed on Current Accounts and

Fixed Deposits according to arrangement.

Every description of banking and exchange

business transacted.

V. MARROT,

Acting Manager.

Hongkong, November 1st, 1920.

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THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:

St. George's Building, Hongkong.

Chairman of Board of Directors

Mr. WONG SHU HAM.

Chief Manager ... Mr. L. S. HOLM.

Asst. Manager ... Mr. K. T. WONG.

Hongkong Manager Mr. L. P. ALLEN.

Foreign exchange and General Banking

business transacted.

Current, Savings, and Fixed Deposits bear

interest at rates of 2 per cent., 4 per cent.

and 5 per cent. per annum, respectively.

L. S. HOLM

Chief Manager.

Hongkong, October 2nd, 1920.

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THE BANK OF EAST ASIA,

Limited.

HEAD OFFICE—

No. 2, Queen's Road Central, HONGKONG.

Established 1919.

PAID-UP CAPITAL ... £2,000,000.00

RESERVE FUND ... £500,000.00

DIRECTORS:

Mr. Pusey Wai Tung, Chairman,

Mr. Chow Shou Son, Mr. Kan Ying Po,

Mr. Li Koon Chun, Mr. Mok Ching Kong,

Mr. Fung Ping Shan, Mr. Wong Yuen Tong,

Mr. P. P. Krol, Mr. Chan Ching Shuk,

Mr. Ng Chang Lak, Mr. Kan Chiu Nam.

Chief Manager ... Mr. Kan Tung Po,